

JANUARY 19, 1951

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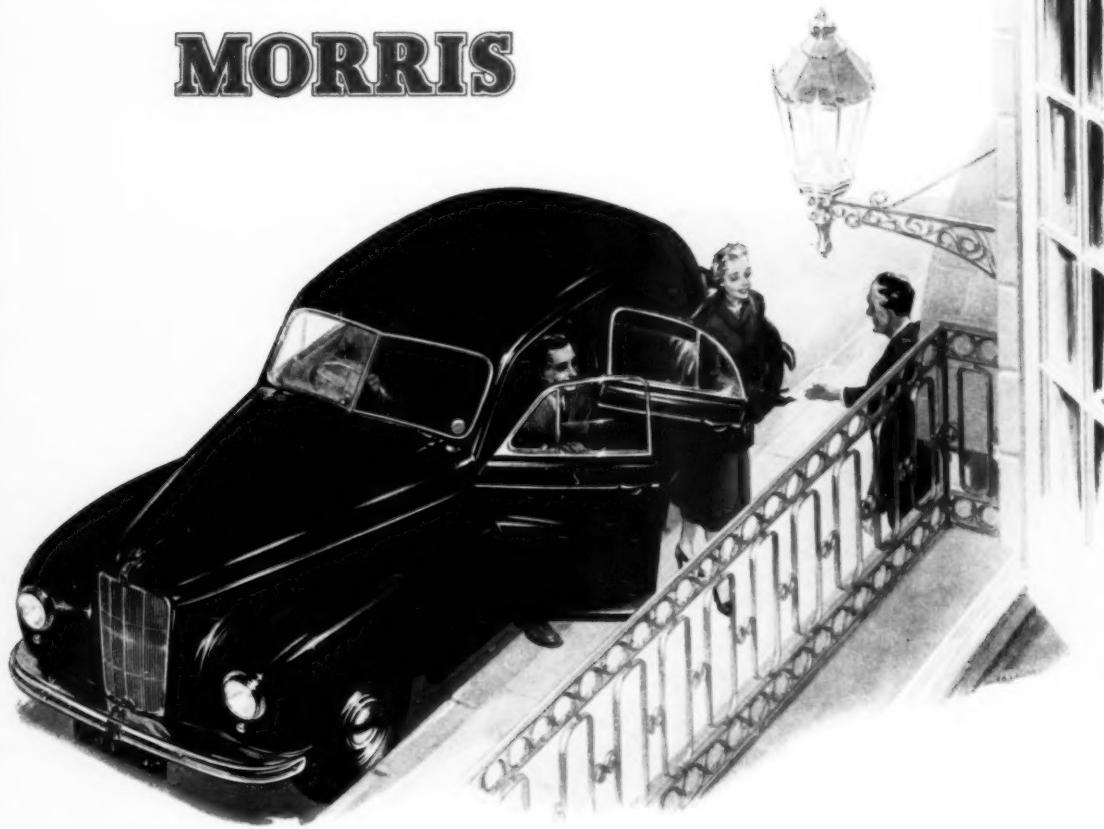
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braking system . . .
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THE GREATEST
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it is efficient at
EVERY SPEED.

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for
BRITAINS FASTEST
SALOON CAR
THE NEW
Jaguar MK VII
TOGETHER WITH
GIRLING HEAVY-DUTY
TELESCOPIC DAMPERS

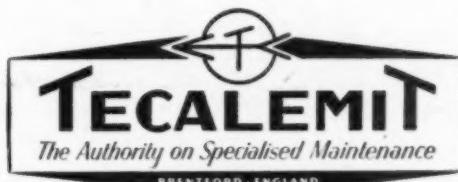


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Every item of service rendered on each visit to your Tecalemit Garage is faithfully recorded so that you know definitely when all the

vital services, as recommended by the makers of your car, have been attended to. A wonderful check on undue depreciation and EXTRA insurance cover.

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The Simmonds laboratories and testing plant are daily experimenting with new techniques in oil filtration and cleaning, and not only oil, but petrol and air filters and other forms of engine protection. Bye-pass and full flow filters incorporating paper as a filtering medium have been developed there.

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In events of such diverse nature as the Monte Carlo
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This oil has been equally efficacious in engines with
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To my mind the most valuable feature of Vigzol-Climax'
is its fluidity at low, and its maintenance of viscosity at
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I shall certainly continue to use this oil during
next season, and would add that I officially recommend its use
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Thanking you for your valuable co-operation.
Yours faithfully,
S.H. ALLARD.

"To my mind," writes Mr.
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its fluidity at low, and its mainten-
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peratures."

Here in a nutshell is the reason
why **VIGZOL** is the oil for
your car whether you go in for
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combines the three vital prop-
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High Film Strength (Viscosity),
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It costs a little more but, after
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JANUARY 19, 1951



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MAROON, GREEN, BROWN,
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Whether you prefer car mats in colour, or natural shade, insist on NUWAY — the original link mat with more than 25 years reputation.

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SM NM. 275a

JANUARY 19, 1951

Autocar

High Performance means—



CROMARD

Chromium plated
CYLINDER LINERS
in your ENGINE.

Available for most
makes from leading
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I should like to take this opportunity of expressing my satisfaction in the use of your Cromard Liners, which I fixed to my Rover 14, August 1946, and now after 104,000 miles have negligible wear, oil consumption has been very good throughout.

Extract from a letter dated Feb. 20th, 1950
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Engines fitted with
CROMARD Liners available from:-

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Large Stocks of SPARES for above engines

★ Being made of steel and not cast iron, the chromium adheres permanently to the CROMARD Liner, giving perfect working conditions which eliminate wear and greatly increase piston and ring life. ★

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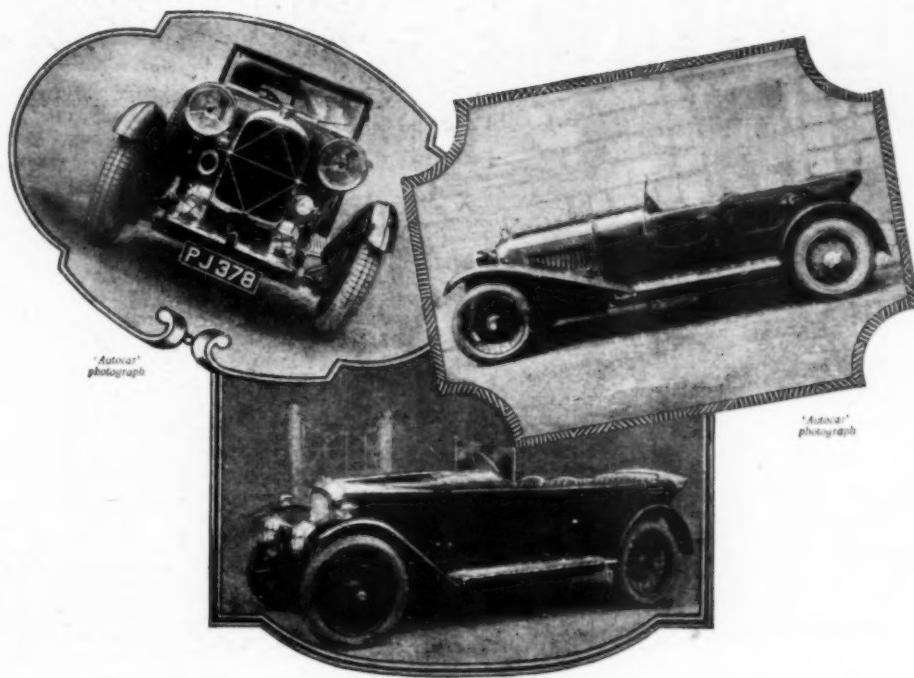
THIS is another DOVER Three Arm Model with the Spring Arms equidistant. A very handsome Steering Wheel with an immense reserve of strength and resilience to road shocks.

The Stainless Spring Steel Arms are CAST into pockets in the hollow rolled steel rim, which has a substantial covering of DOVERITE, practically everlasting.

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STEERING WHEELS



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There's a lot to be said for a good old car—if you can't get a new one, and many motorists are still way down the list for that sleek new model their hearts are set on. Fortunately, there's life in many an old car yet and, indeed, there are more than a few keen motorists who swear by their

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Careful maintenance is the key to reliability and a new battery will bring a fresh life and a long one to the whole of the electrical system.

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TWO WEEKS' CLEARANCE**

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SHOP SOILED ARTICLES AND SURPLUS GOODS.

JAN. 18 to FEB. 3 incusive. Satisfaction or Money Returned Guarantee.
Goods Sent Cash or C.O.D. (up to 15 lbs. weight). SEND FOR COMPLETE LIST.

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3	6 v. 72 amp. 7-11/32" x 6-13/16"	79/-	79/-	78	Rubber mats, 29" x 16" ..	12/6	1/-
7	12 v. 55 amp. 11-1/2" x 6-13/16" x 91"	119/- 6/-	119/- 6/-	17	Car round mirrors	4/-	4/- 10/-
1	12 v. 55 amp. 11-1/2" x 6-13/16" x 91"	119/-	119/-	58	Car steering driving mirrors	3/-	1/- 6/-
1	Car foot operated tyre deflators, 9 ft.	10/-	10/-	7	Car foot operated tyre inflators	22/-	1/-
64	Car bumpers, 10 ft.	10/-	10/-	28	Volvo upholstered black leather cloth, 65" wide, per yd.	25/-	19/- 3/-
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it done, and keep
"mobile".



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TESTS the entire engine with unprecedented accuracy

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Gives Amazing Results in Improved Performance and Petrol Saving

- IMPROVES POWER—ACCELERATION—SPEED
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Get full information of this new service and learn how in quick time and at low cost you can enjoy better performance and lower petrol consumption than ever before

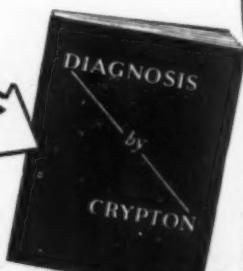
WRITE NOW FOR THIS BOOKLET

It contains complete and interesting information of this outstanding new service with a list of present Crypton Diagnosis Stations

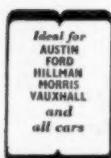
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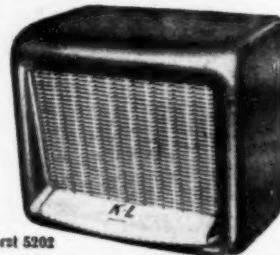


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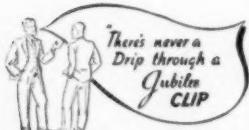
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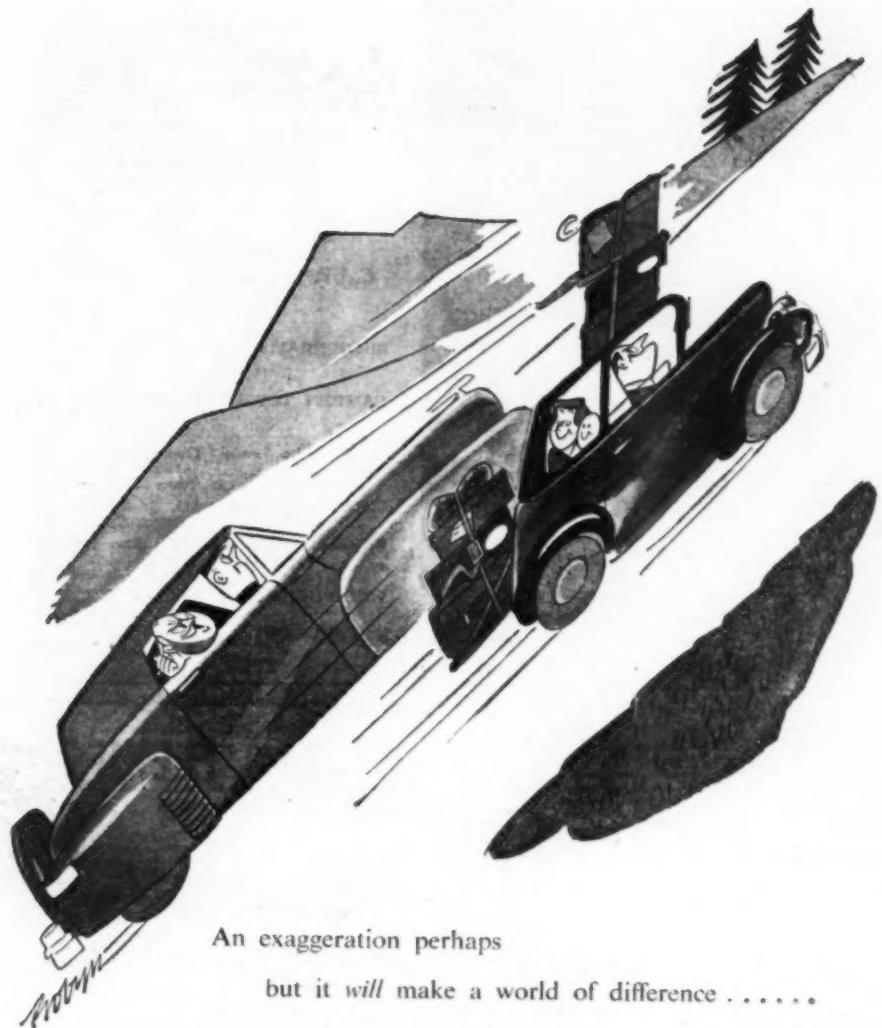
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Strongly framed with sides and rear end covered with asbestos sheets. Roof of Trafford Tiles. Half-glass mortised tenoned and braced double doors hung on 18in. tee hinges, and mortised into frame with 10in. staples, providing an opening 7ft. 4in. wide. All necessary glass, putty, bolts, nuts, washers, screws, etc., supplied. Width 8ft. Height to Eaves 6ft. Height to Ridge 8ft. in all cases.

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as demonstrated at the Motor Exhibition, the Flexifeed Road Spring Lubricator is now recognised by car manufacturers and the industry as an adequate and convenient method of constant spring lubrication. Operates only whilst the car or vehicle is in motion.

Sufficient oil in the reservoirs for a minimum of 1,000 miles.

Avoid broken springs, rattles, squeaks and other annoyances whether your car is old or new.

Fitted in a matter of seconds.

Approved by Morris Motors as a suitable method of lubricating the springs of all Morris and Wolseley cars except the current Morris Oxford a. d six, and the Wolseley 4.50 and 6.80.

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Available from all
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Cushion your car—and yourself—against road shocks with Rotoflo, the only Pressure Flow Shock absorbers, and the only non-friction type which, once they are fitted and correctly adjusted, give a long trouble-free life of better shock absorbing without any attention whatever! Ask your garage-man to-day to send the old shock absorbers with linkage to the nearest Rotoflo Main Distributor below, and you may be able to enjoy the new ride on Rotoflo TO-MORROW! Rotoflo can be fitted to most cars of 8 h.p. and upwards, and to light and heavy commercial vehicles.

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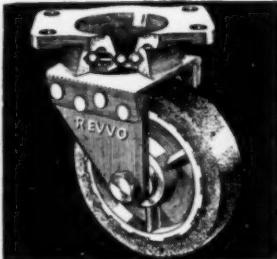
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shift weights without waits
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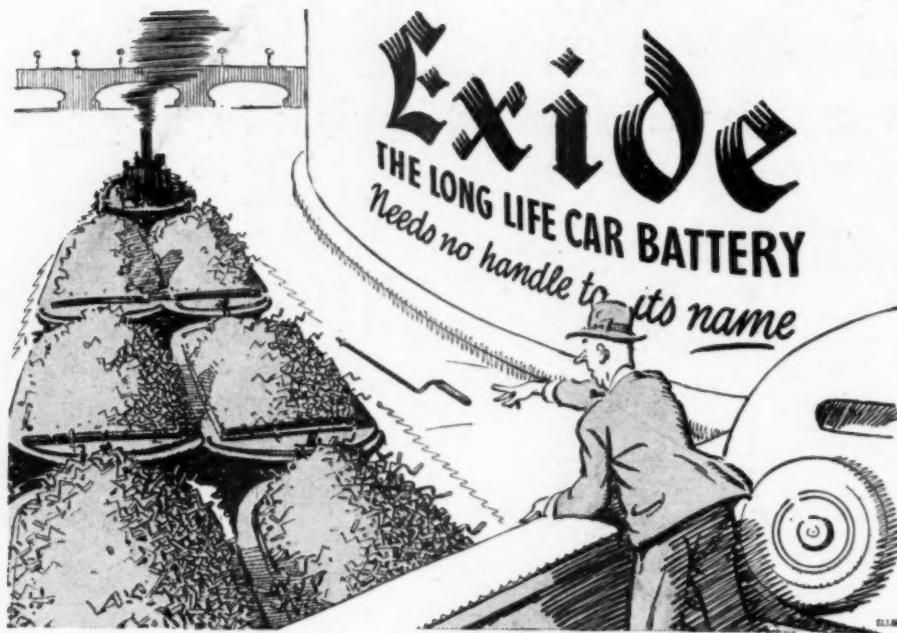
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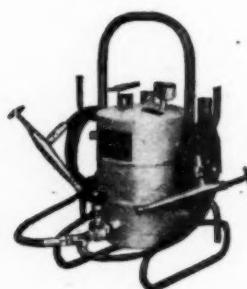
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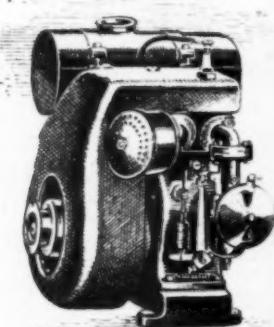
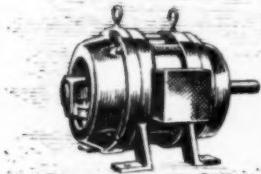
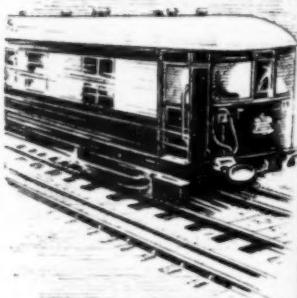


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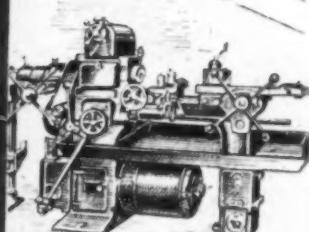
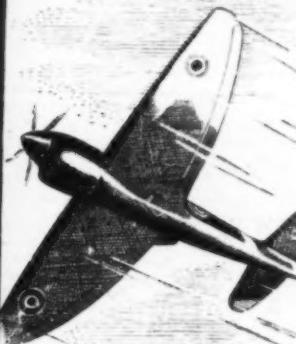
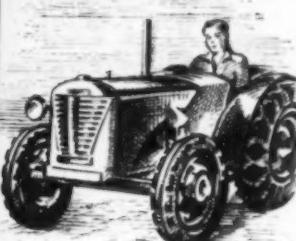
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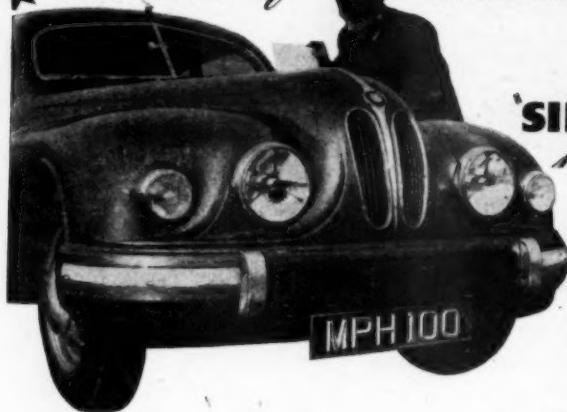
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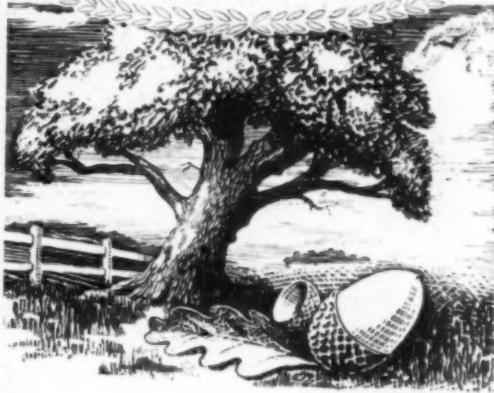
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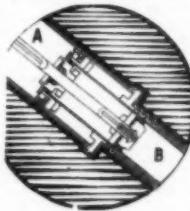
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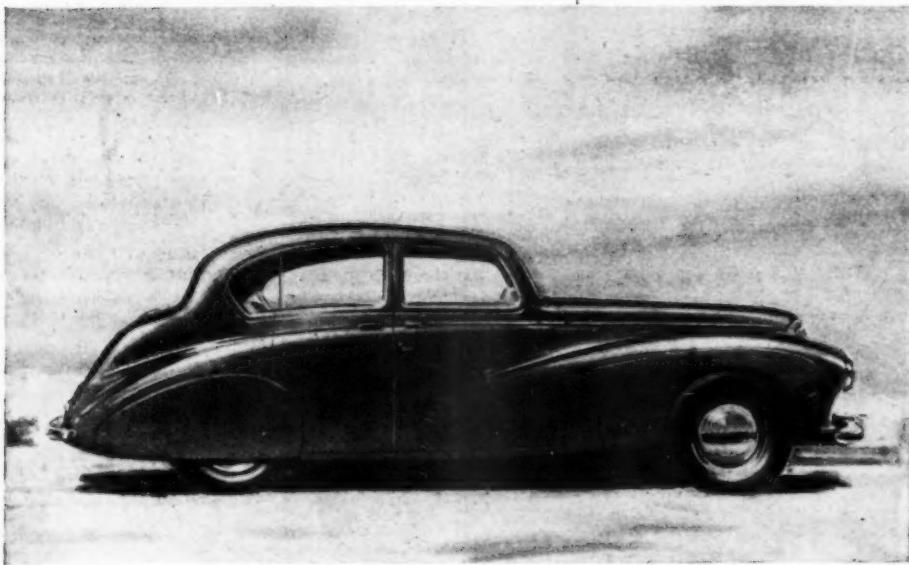
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Home and Overseas : £2 12s. Od.
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The Autocar

FOUNDED 1895

No. 2877

FRIDAY, JANUARY 19, 1951

Vol. XCVI

Shortages Intensified

THE disposition on the part of some sources of comment to take the current sheet steel crisis optimistically is not shared by this journal. The shortage, runs this particular argument, will be temporary. When the new Margam mill comes into production in the autumn, there should be enough sheet steel available for the motor industry to resume its current production figures (our italics).

Two comments are called for on this view. The lesser one is that rolling capacity is not the same thing as sheet steel. A similar mistake of optimism was evident on the part of aluminium sheet users when the new aluminium mill at Rogerstone was opened last summer. Yet aluminium sheet is short today, and the vast rollers of the Rogerstone mill are too often idle for lack of the raw material with which to feed them. Will something similar happen with steel? The steel industry thinks not, but against that must be noted the ominous fact that imports of German scrap have been halved from the 2,000,000 tons that was the annual rate of arrival at the beginning of 1950.

In view of the obvious suitability of aluminium as a substitute for sheet steel a little more might be said about that particular shortage. The power-weight advantages inherent in aluminium for both chassis and bodywork have resulted in a growing interest amongst manufacturers, although only one car in large-scale production employs it extensively, the Rover. In most cars there are, of course, aluminium alloy parts, and wings, panels and bonnets have been made of aluminium by coachwork specialists for many years. With the advent of the new sheet steel crisis, therefore, it would have been excellent if manufacturers could have turned to aluminium as a substitute.

But the shortage of the raw material is as drastic as that of sheet steel. Canada, the main source of supply, cannot help because no large contract was placed with her by this country until comparatively recently. When the opportunity to obtain large supplies existed some time ago it was not taken, with the result that a long-term contract was signed by America for Canadian supplies. So most of Canada's virgin aluminium at present goes south over the 49th Parallel.

Moreover, the demand for aluminium has increased along with that for steel. Rearmament in these days is so much a matter of aircraft that the demand from this quarter is intensely competitive, and will grow rapidly. In the meantime another source of the raw material supply will tend to dry up, and that is the important one of scrap. With aluminium disappearing as a material for pots and pans, and reappearing in stockpiles and in armaments which everyone hopes will never be used, the worn-out kitchen utensil will no longer be available to feed the rolling mills. On the whole, therefore, there cannot be said to be any hope of steel shortages being overcome for the present by the use of aluminium.

To revert to the second and more important comment on the view quoted at the beginning of this article, we must wholeheartedly condemn the complacency exhibited over current car production figures. By what yardstick is this total tacitly accepted as satisfactory? By the back-log of over a million orders still unsatisfied? By the waiting period of nearly five years for a new car? In its representation of the private motorist's interests this journal is emphatically not disposed to sit back and purr at a production figure which leaves the home consumer so far out in the bitter cold. It might be less dissatisfied if the industry were producing to maximum capacity, which it is not, and it would even be pleased if there were signs of new capacity being provided that would satisfy demand, although it realizes the impossibility of providing this at the moment. But let no one slip into the habit of regarding present conditions as other than regrettable. There is, in fact, too great a tendency to be satisfied in the wider home market sphere. Ill-warmed, ill-fed and ill-housed, the citizen is expected to believe that his standard of living is high; let not a five-year wait for a new car be added to his so-called blessings.

Vehicle Braking: A STUDY

PART I: FACTORS INFLUENCING BRAKE PERFORMANCE: A SYMPOSIUM OF PUBLISHED INFORMATION

OUTSIDE such places as Chapel-en-le-Frith knowledge of the science of braking is comparatively sketchy, the reasons being that the science is imprecise, and that the sources of scientific information are scattered. To assemble current conclusions in the form of a single Paper (*The Factors which Influence the Braking Performance of Vehicles*) is a commendable effort, therefore, and thanks are due to H. J. H. Starks, Ph.D., B.Sc., D.I.C., F.Inst.P., of the Road Research Laboratory, for its appearance.

Dr. Starks plunges straight into his subject: "The braking performance of a vehicle," he says, "is fundamentally dependent on the adhesion between the tyres and

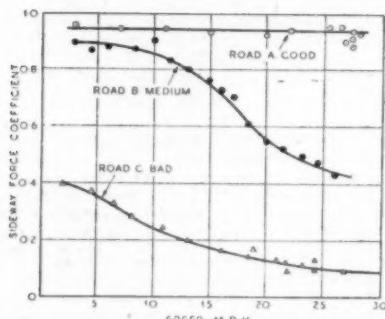


Fig. 1. Frictional properties of typical wet road surfaces at different speeds.

the road. No matter how excellent the design of the brakes of a vehicle, adequate braking is not possible under conditions where reasonably high adhesion cannot be obtained." Maximum adhesion, therefore, means that the tyre manufacturer and the road engineer must co-operate with the brake designer. Four other factors have an influence: (i) Design and operational characteristics of the braking system; (ii) Vehicle design—in particular load and load distribution, height of centre of gravity, wheelbase, suspension, and steering geometry; (iii) Road layout—camber, curvature, gradients and superelevation, and (iv) Physical dimensions, abilities and reactions of driver and passengers.

Two coefficients are used in studying adhesion—the braking force coefficient and the sideway force coefficient, and by means of them the skidding resistance of surfaces may be expressed. Those unfamiliar with these terms may accept them as means of measurement without further ado, and lose little in the way of understanding thereby. They should, however, grasp their relationship in certain conditions. Dr. Starks quotes authorities who have found that, with smooth tyres, the two are of the same order and vary similarly with speed. With treaded tyres, sideway force coefficient is generally higher than braking force coefficient except at speeds of 10 m.p.h. and below. A further curious but understandable discovery is of a well-defined but non-linear relationship between the sideway force coefficient measured with smooth tyres and the maximum retardation with treaded tyres and locked wheels.

The coefficients are high for clean, dry surfaces and

generally lower for wet surfaces. On many wet surfaces they fall, sometimes quite rapidly, with increasing speed (Fig. 1). Here, then, is the proof of the motorist's experience that tyre-road adhesion falls off in the wet, and the following explanation has been tendered:—

High resistance to skidding depends on direct contact between tyre and road, and in wet weather the water, which acts as a lubricant, must be expelled before contact is made. This takes time, and at any instant the vehicle will be supported partly by the road and partly by the water film. On the magnitude of this ratio of support depends adhesion; and as speed increases it takes longer to expel the water, the ratio is lowered, and adhesion decreases.

Further experiments quoted by Dr. Starks suggest what happens when vehicle brakes are applied so as to lock the wheels on a wet surface. At the instant of brake application the wheels are freely rotating and slip is zero. With the wheels locked the slip is 100 per cent. Between these two points, therefore, slip has progressively increased, and braking force coefficient has "peaked" and receded. This implies that maximum deceleration should occur at a certain value of slip—not an easily determined point for the driver, who accepts from experience that maximum deceleration is obtained when the wheels are just on the point of locking. Dr. Starks remarks with, perhaps, a certain dry humour, that there seem to be no published results of actual experiments, and he also pinpoints the imprecision of the science of braking by pointing out that it would be expected that a deceleration-time record of a vehicle making a stop as postulated in the foregoing paragraph would be expected to show the peak of maximum braking force coefficient at the critical value of slip. Unfortunately such records don't!

Heat Dissipation

On clean, dry road surfaces an additional effect comes in with locked wheels. As the brakes are applied the frictional coefficient peaks; during this stage of deceleration the kinetic energy is dissipated as heat mainly at the brake drums. When the wheel locks the energy is dissipated at the area of tread contact with the road, resulting in an increase of temperature of the tread rubber and a corresponding decrease in the frictional coefficient. When the rubber or the road surface melts as a result, a skid mark appears (Fig. 2).

Frictional coefficients, says Dr. Starks, must ultimately depend on the exact distribution of forces over the area of contact between tyre and road. Some work has been done

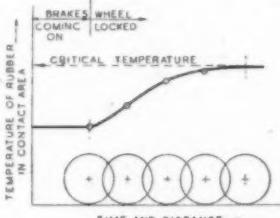
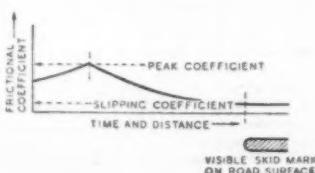


Fig. 2. Diagrammatic representation of what happens when a wheel locks on a dry road.



IN IMPRECISION

on the subject, but predictions of this nature are at present couched in general terms (again the imprecision).

The distance in which a vehicle in motion can be stopped by braking, says the author, depends on the adhesion between tyres and road, the vehicle speed, and the efficiency of the brakes.

Calculation of the stopping distance assuming a constant frictional coefficient (constant deceleration) is simple, and can be reasonably correct for dry surfaces. But it can be quite inaccurate for wet surfaces on which the coefficient falls with increasing speed. Two authorities show this graphically (Fig. 3), but it is important to note that the maximum speed shown on the graph is 30 m.p.h. From higher speeds, the observed minimum distances on both dry and wet surfaces are greater than would be expected from the distances at low speeds (*The Autocar* italics). This is probably, says Dr. Starks, because the driver is loth to depress the brake pedal smartly at speed. He adds the reminder that in studying quoted results it is important to remember that they do not include the reaction time of the driver or the time taken to apply the brake, and suggests that "braking distance" should be reserved for such data, "stopping distance" being used for braking distance plus reaction distance.

The load on the individual wheels of a vehicle varies according to nature and disposition of the load carried,

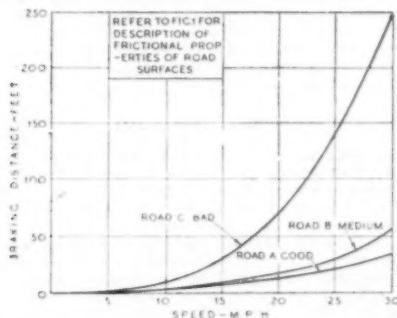
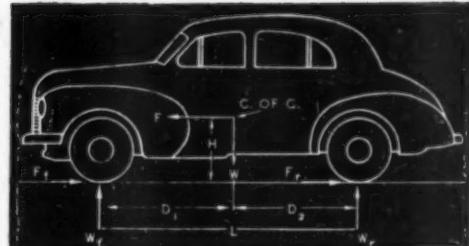


Fig. 3. Variations in stopping distances on wet roads with differing frictional coefficients.

and under braking there is a load transfer from the rear to the front of the vehicle which alters the existing load distribution. The transfer depends on: (a) total weight of the vehicle; (b) the ratio of the height of centre of gravity (of the vehicle and load) to the wheelbase; and (c) the magnitude of the deceleration. With cars, the ratio of wheelbase to height of centre of gravity is generally about 1 to 4, and from Fig. 4 it can be seen that, for this ratio, the load transfer is 25 per cent when the retardation is g (32 ft per sec per sec); in other words, 50 per cent of the load carried by the rear wheels is transferred to the front. But in order to obtain this deceleration it would be necessary to apply a braking effort to the front wheels of three times that applied to the back wheels. In practice this is not advisable. With a brake distribution of 50-50 the rear wheels will lock on an ideal surface at 0.7g; at 75-25 all the wheels will lock simultaneously at 1.0g. But at 75-25 or 60-40, the front wheels will lock before the back on very slippery surfaces (coefficients of 0.1 or less). This is what imposes the limitations on braking distribution, and present car practice is usually 50-50 or 60-40, the front wheel skid being generally regarded as a point of lost control, not to be casually approached.

Dr. Starks says there are arguments for and against brake distributions that result in front wheel locking, and that



Forces acting on a car when braking : W = total weight ; W_f = effective weight on front wheels when braking ; W_r = effective weight on rear wheels when braking ; F = total retarding force ; F_f = retarding force at front wheels ; F_r = retarding force at rear wheels ; H = height of centre of gravity ; L = wheelbase ; d_1 = distance of centre of gravity from front axle ; d_2 = distance of CG from rear axle. Numerous formulae apply with the addition of three other quantities : $m = \frac{H}{L}$; μ = coefficient of friction between tyres and road surface, and R = brake distribution ratio.

it is difficult to arrive at the best compromise. He mentions various methods to overcome the drawbacks, including the method of obtaining increased braking on one pair of wheels by an amount determined by the pedal pressure (differential braking): an approach to the ideal would be a system in which the braking effort on each wheel would at all times be proportional to the load on that wheel. Such a system has been proposed for hydraulic brakes, but no performance details are yet available.

And again the imprecision—no published data are available as to performance of different brake distribution ratios.

Why the complication of individually determined braking efforts at each wheel? the motorist may ask. Because, as the author points out, for a given effort applied to the brake pedal, the braking force on each wheel of a vehicle is usually fixed, and equalized between each pair of wheels by means of compensators. But load transfer with speed and degree of deceleration, result in uneven braking, if not at each wheel, at each pair of wheels; it is thus not possible to bring each wheel up to the point of impending skidding, and so to obtain best braking, and in fact it is difficult to predict the exact motion of a braked vehicle.

Under simple braking conditions a general idea has been obtained and accepted; if front wheels lock, or if all four wheels lock, the vehicle continues in a straight line. If rear wheels only lock there is lateral deviation, and a most interesting theory as to the cause of this is appended to the paper. From experience, of course, motorists know that this is so.

So much for braking while the vehicle is proceeding in

(Continued on page 64)

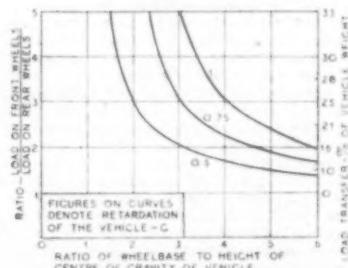


Fig. 4. Load transfer on braking. With a retardation of g , a transfer of 25 per cent is typical of cars of normal dimensions.

Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

On Ice

WHEN ice is underwheel I deliberately suppress my natural timidity and get the car out, because I think that ice driving is instructive. The theory is easily grasped; as long as the car is continuing in a straight line there is no reason for a slide and therefore speeds can be quite reasonable. What must be kept to a minimum are sideways forces, and this applies in cornering, camber, braking



Instructive

and so on. The result is that one learns a lot about adhesion and brake balance as one small skid after another is corrected. Some of us take ice too seriously, especially when one remembers that Scandinavians have to drive on it for a large part of the year. The average British motorist seems to curl up at the first glisten on the surface, and hedges along at about 10 m.p.h. with the fright obvious on his face. There is no need for this unless the conditions are such that the road is a solid sheet, when four-wheel sliding might intervene on cambers and gradients. I referred to these conditions recently, and also to the apparent recklessness that seems to afflict some road users when the weather is really exciting.

It Depends

I AM confronted by some accident statistics quoted in the House of Lords recently. In them, pedestrians were found to be at fault in 28 per cent of accidents, and road defects in only 1.6 (there were others, of course). "How," I am asked, "do you square this with your plea that bad roads cause accidents?"

The answer is that it depends on what you call a road defect. As I see it, the 28 per cent trespass into the path of a vehicle and were killed as a result. Now if there had been proper segregation by guard rail preventing them from doing so the 28 per cent would not have appeared in the figures. Absence of guard rail, therefore, counts as a road defect, and the road figure becomes 29.6 per cent.

More About Railings

SOMETHING like a mystery hangs over the guard rail. At Lord Lucas' recent accident conference with the Press the representative of this journal asked for "before and after" figures for accidents on a length of street that had been guarded. The reply—an evasive one, he thought—was that only a few pre-war figures were available; they were not to hand, anyway, but they showed that the same number of accidents happened, only they were concentrated at the openings in the railings. This reply did not impress our expert, and he began a search. The Road Research Laboratory could not supply such figures (a curious failure, surely?), and the borough engineers of two London boroughs with such streets also failed with data. At this point he wondered if his nostrils were deceiving him if the smell of fish was in them, because there are certain facts to be remembered in connection with guard rails.

Unloved

THEY are heartily disliked by most people, because they prevent access to shops by shoppers and by vans for unloading. The pedestrian



The pedestrian hates them.

hates them because they make him walk distances which he would not otherwise have to, and even the motorist gets annoyed with them if he wishes to stop and drop a passenger in a guarded street. Add to this the fact that their erection depends on local authorities; ask yourself who are the local authorities, and you begin to see why more guard rails are not erected. But why, one asks, does not the Minister of Transport insist? At this point you must reiterate but redirect the questionnaire. Who are the voters, and how does one stay in power in a democratic country? It becomes even more clear why there is something fishy about segregation.

Eureka

HOWEVER, our expert is not easily dismayed, and on occasions his memory is conveniently long. He suddenly remembered Harthill. Harthill is a mining village in Lanarkshire, strung out along a main road, and that road was fenced before the war. And before the war the pedestrian accidents for the stretch of road were reduced to nil by railings, and the nil figure applied right up to the outbreak of war. A letter was therefore sent to the Chief Constable of Lanarkshire, asking for the "before and after" data for Harthill as it stands at the present date. The reply of the Chief Constable is printed on page 78, and although the "before" figures are not available there is no doubt that guard rails spell safety for Harthill, particularly when you remember that Dr. W. H. Glanville, Road Research Director, described the main road that is also the high street as the most dangerous of all in his recent Cantor lectures.

Window Winch

SCRIBAL domestic relations suffered a severe strain the other evening—all over a window winder. In an unfamiliar car we had just left the house of friends, with whom last words had been exchanged through the lowered left front window. It was a cold night, and within a few yards of moving off came a wifely comment from which I gathered there was some difficulty about closing the window. Not altogether concentrating on the problem for the moment, I rashly suggested that surely after all the variety of cars we had sampled no window winder should present a puzzle, or words to that effect. But a few moments later, though too late for amity, I sensed there was something odd, pulled into the side, stretched an arm across to the left door—and could find no winder. It was lying on the floor, complete with button-like plastic capping ring, but no retaining spring. At this stage a decent veil should be drawn over the incident.



Too late for amity.

For the first time a really comprehensive film is to be made of the Monte Carlo Rally this year, covering all starting points. If weather conditions permit, the final stages of the rally through Digne to Grasse will be filmed from a helicopter and Douglas Renfrew, who is producing the film for the Shell organization, will give his impressions in the B.B.C. Light Programme. Here is the helicopter in a try-out at Nice airport hovering above a Jowett Jupiter which will be driven by Gordon Wilkins of "The Autocar" and Raymond Baxter of the B.B.C.

NEWS and VIEWS

G.M. Reconsider

CARS made by General Motors are now on sale again in the U.S.A. after a "no sales" protest against Government price control to 1950 levels. Chevrolets, Pontiacs and Cadillacs were affected.

U.S. Exports Decline

NEARLY 6,673,000 cars were made in the U.S.A. in 1950, a 30 per cent increase over 1949, the previous record year. Exports dwindled, however. Although 145,000 were sent abroad, this total was seven per cent down on 1949.

Another Record

FINAL 1950 production figures given by the Vauxhall company show that the car total was 47,692. Total production of cars and commercial vehicles was 88,475 compared with 83,143 in 1949. The home market received 11,116 cars.

Canadian Prices Rise

IN line with the international trend of rising costs are the increases in the prices of the 1951 products of the Chrysler Corporation of Canada. The increases range from 4.83 to 6.43 per cent.

"Very substantial" increases in all the company's costs during the last two years are the reason.

Recovery Yardstick

PRODUCTION of Mercedes-Benz vehicles, by the Daimler-Benz A.G. in Germany, was increased by 82 per cent during 1950, as compared with the previous year's figures. A total of 42,305 vehicles were made, of which 33,906 were touring cars.

Chassis Tax

PURCHASE tax is now payable on "road vehicle chassis" when the final vehicle is to be in a taxable class. Previously the chassis was tax free and P.T. was assessed on the vehicle as a whole, when completed. Precise details of chassis tax regulations are described in Notice No. 78Q by the Commissioners of Customs and Excise.

Traffic Census

ON second-class roads in Britain the daily volume of traffic was 12 per cent up in 1950 compared with 1949, according to the preliminary findings of the national traffic census held last August by the Ministry of Transport. The census covered 266 points, 73 on trunk roads, 117 on first-class roads and 75 on second-class.

The overall increase was seven per cent,

and six per cent on main roads. Some idea of the rapid industrial development of Wales and Monmouthshire is shown by an increase in total traffic volume of 11.2 per cent compared with 6.3 for England and Wales together and 1.4 per cent in Scotland.

Still comparing 1938, when the previous traffic census was held, and 1950, horse-drawn traffic on main roads decreased by 71 per cent and pedal cyclists by 35 per cent. Motor cycles increased by 16 per cent, buses by 34 per cent and goods vehicles by 59 per cent.

Freeman of Oxford

THE honorary freedom of the City of Oxford has been conferred on Lord Nuffield, head of the Nuffield Organization, in recognition of his achievements in industry, his bounty, and the prosperity which he has brought to Oxford.

Film and Figures

AN imaginative colour film, *The Human Bridge*, was shown privately by the Ford company of Dagenham on January 10. It showed the birth of a new model at the American Dearborn factory, from conception to quantity production, with many interesting details of technique. This is the factory that helped to pro-

SAHARAN ADVENTURES

Cape Rally Progress

FRENCH military team members in the Algiers to the Cape Rally reached Niamey, on the Niger River, via the Tanzer route (from Morocco) across the Sahara, and continued down the Niger towards Kano, while the Renault team was last reported to be at Adrar, far to the north. The Commissioner-General of the Rally, Colonel Nabal, left in Guezzam on January 6 for Agades. This is on the easterly north-south route, rather more than halfway from Algiers to Lagos, the capital of Nigeria. A South African Ford entrant was reported to have passed Tessalit, a Saharan water station. A route map appeared on page 24 of the January 5 issue.

Details of the Delahaye "jeeps" used by the military team are now available. Externally the model is very similar to the original American version but it differs technically in several ways.

duce the total of two million Ford, Lincoln, and Mercury passenger cars, trucks and tractors, in 1950, a year that was recently described by Henry Ford II as the best in the company's history. He referred also to the importance of high production in the present American defence preparations.

Channel Crossing Delays

SEVERAL complaints have been received of delay on the Dover-Dunkirk ferry service. One party leaving Dover in the morning did not reach Dunkirk until nearly 8.0 p.m., and in another case the afternoon ferry, which was 1½ hours late leaving Dunkirk, suffered further delays during the crossing. These delays are partly explained by harbour work at Dunkirk where the ferry may have to give place to other shipping in the entrance lock. Travellers in a hurry may be well advised to use other routes for the time being.

The engine is a four-cylinder 2-litre o.h.v. unit with dry sump lubrication and a two-gallon oil tank carried on one side of the engine. Removable wet cylinder liners and a horizontal carburetor are used. The electrical system can be either 12 or 24 volts.

The chassis is electrically welded and very rigid. Top gear of the four-speed box is geared up to 1.348, third gear being direct. All four have synchromesh, and just behind the gear box is a reducing gear with hand operation. The axles are interchangeable and four-wheel drive can be engaged when required. Torsion bars are used for the all-round independent suspension, the tension being adjustable from the exterior of the chassis.

British Drivers' Mishap

DESERT adventures in the *Beau Geste* manner were described by the drivers of a Wolseley Six Eighty, when they



NEWS and VIEWS

continued

arrived back in England just before Christmas, after an unsuccessful attempt on the trans-Saharan car record, early last December.

The car had been supplied for the attempt by the Nuffield Organization, and the drivers were Ralph Sleigh and Peter Jopling, who, it will be recalled, carried out the record England to the Cape run, in the winter of 1949.

Severe conditions on the new attempt made Jopling ill, while they were still making good time from In Guezzam, in French West Africa. They lost their way by following the tracks of some French army transport on the badly defined track, and Jopling, who was suffering from sun-stroke, tried to leave the car and wander away into the desert. Finally Sleigh had to knock him unconscious, to ensure his safety.

High praise was given the car by both drivers, especially for its behaviour during the fast emergency run back to In Guezzam by Sleigh, to get medical assistance. Jopling has now fully recovered.

Frenchmen's Cape Record

TWO Paris car agents, André Mercier and Charles de Cortanze, have thrown a new light on the trans-Africa trip by setting up a record of 16 days 10 hours 25 minutes from Cape Town to Paris. The car was a Peugeot 203, modified with special radiator and bigger tanks.

In addition to nearly 10,000 miles on the record run, they covered 8,000 miles from Duala on their way to the Cape. It seems that the only untoward incident was getting embedded in Sahara sand, but a military lorry got the car out.

Books Received

England West. By Sydney R. Jones. The Studio, Ltd., 66, Chandos Place, London, W.C.2. 18s.

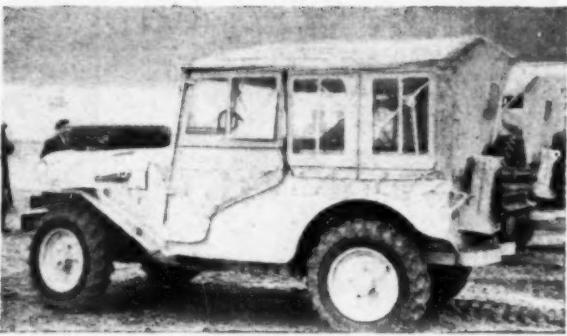
This is the second book of a trilogy, the first of which was "England South"; the third, "England East," to follow. In past years many examples of the author's sketches, of a fine and unique quality in the category of etchings, appeared in *The Autocar*. This latest book covers the area bounded in the south by the Thames and Gloucestershire and in the north by Cumberland and the Roman Wall; his dividing line eastwards is the Pennines. It gives plenty of scope for reproduction of his satisfying drawings, many at the large page size of the format, and in the writing he shows an artist's aptitude for seeing beneath the surface and telling his reader much that is singular and fascinating about places which have been the subject for every kind of "guide book" since Baedeker. This is no conventional guide, but a book of quality on a substantial slice of England, divided unconventionally according to the author's taste.

Karl Benz, by Paul Siebertz, published by Reclam-Verlag, G.m.b.H., Stuttgart, Germany, price DM12.50.

A biography of the famous motoring pioneer in German.

State Control

SOME of the worst aspects of motoring under Marx are now evident in Hungary. Petrol rationing has been reimposed, and all except certain—undefined—privileged persons, doctors,



The Delahaye "jeeps" (see "Cape Rally Progress") have full all-weather protection.

Stakhanovites, artists and scientists, will have their applications refused. They are then obliged, under a new order, to sell their cars to the state at "a price fixed by the authorities."

Removing Temptation

IN future all private cars owned by Manchester City Council are to bear the official coat of arms "not less than four inches square" on one door on each side. The new ruling does not imply that there has been gross misuse of official cars, but is designed to remove any possibility of temptation in that direction.

Plastic Hoods

SOME of the specialist coachbuilders have begun to use a plastic leather-cloth in place of normal textiles for drop-head bodywork—there were examples at the London Show—and special materials have been developed for this by Mellowhides Products, Ltd., 34, South Molton Street, London, W.1. Such materials have to be thinner, more flexible and, unlike normal plastic cloths, uncreasable; but they are otherwise similar to the post-war

p.v.c.-coated textiles which so closely simulate the feel and appearance of real leather, linens and other materials.

Plastic hoods of this type have not been in service long enough for their ultimate wearing qualities to be judged, but in theory they should be superior, for in respect of the rotting by damp and mildew which often cuts short the life of cotton and mohair fabrics they are completely immune. They can, in fact, be folded away when wet, which the owner should never allow with a normal hood, and would seem to rival the nylon which is now widely used on American convertibles.

These materials are available to the motorist only through coachbuilders.

November Output

OF the 46,514 cars produced during November, 34,752 were for export (about 74 per cent) and the numbers produced in the various c.c. categories were as follows. October figures are repeated for comparison:

	Nov.	Oct.
Up to 1,600 c.c.	30,469	30,215
1,700 to 2,200 c.c.	7,558	7,506
Over 2,200 c.c.	6,496	7,670

VEHICLE BRAKING: CONTINUED FROM PAGE 61

a straight line. Regarding braking on curves, the imprecision so affects Dr. Starks that he says point blank that this is a field in which work is required. Certainly little appears to have been done. The following precise information is known:

When a vehicle is driven in a circular path the front wheels are turned through the steering angle. The motion of the vehicle brings centrifugal force into play and causes both front and rear wheels to deviate from the true tangential path to the curve: this is because of the flexibility of the tyres. The intervening angle is the slip angle. If it is greater at the back than at the front the vehicle will oversteer; vice versa, it will understeer, and these steering characteristics are very important in determining the behaviour of vehicles travelling in curved paths. One or two authorities have gone on from here, and one has shown theoretically that

the braking force at the rear wheels on a curve has a radial component which acts in the same direction as the centrifugal force, and thus the application of brakes on a curve tends to increase the tendency to skid sideways "off" the curve. The application of a driving force, however, reduces the tendency to skid sideways because the radial component of the driving force acts in opposition to the centrifugal force. Here, then, are the scientists and engineers reducing to cold calculations the phenomena that most fast-driving motorists have met at one time or another, and which racing motorists, in particular, use with such familiarity that you would think that all the time under their crash helmets they are repeating the requisite formulae; they aren't, needless to say, and one of the reasons is that so few formulae yet exist. Imprecision again.

MICHAEL BROWN.

To be concluded.



DEWAR TROPHY IS AWARDED

Rover Gas-Turbine Car leads to first presentation for 22 years

Last awarded in 1929, the famous Dewar Trophy is to be presented to The Rover Company for their work in pioneering the world's first gas-turbine driven car. This announcement by the R.A.C. marks the first award of the Trophy in the past 22 years. The Dewar Trophy, reserved for outstandingly high technical achievement, has been won twice by The Rover Company. The first time was in 1925 when the Trophy was awarded for 50 consecutive ascents of the then formidable Bwlch-y-Groes hill in North Wales by a 14.45 h.p. Rover car.



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*Quiet elegance that lends dignity to the formal occasion in town . . .
effortless power, sweeping away the miles, taking the rugged stretch of road
in its even stride . . . every feature of the Daimler Consort gives it
supremacy on city streets or country lanes. Other features of this superb
re-styled saloon on the famous 2½ litre Daimler chassis include hypoid
bevel rear axle giving extra ground clearance, larger hydro-mechanical
brakes, rigid, light body and sweeping, improved lines.*



By APPOINTMENT
Motor Car Manufacturers
To H.M. King George VI

THE DAIMLER COMPANY LIMITED, COVENTRY



BELGIUM'S 34th SHOW

BRITISH SALES INCREASED DURING 1950 : REPRESENTATIVE DISPLAY OF 1951
MODELS ATTRACTS MUCH ATTENTION AT THE GRANDS PALAIS DU CENTENAIRE

EIIGHTEEN different makes of British cars provide a strong and representative display at the 34th motor show opened in Brussels on Saturday last (closes January 24). Unfortunately the allocation of stands has given rise to a certain amount of dissatisfaction, not only amongst foreign manufacturers but also amongst their Belgian distributors, and the Rolls-Royce, Bentley and Daimler exhibitors withdrew from the show in consequence.

It is believed that the aim was to bring pressure to bear upon the British industry, possibly with a view to Belgian assembly, and in any case Belgium, whose economy is akin to America's, could not

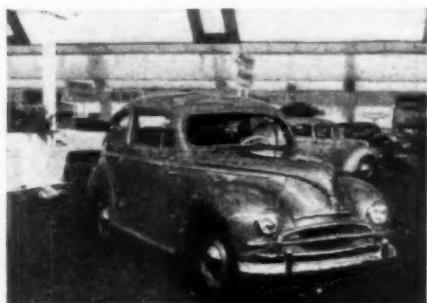
be expected to worry about placing Britain at a disadvantage. But the Belgian explanation is that, as cars are exhibited through Belgian agents and distributors, space is allocated according to their seniority in membership of the Fédération des Associations de l'Industrie et du Commerce de l'Automobile (abbreviated to FEDICA), which organizes the exhibition. A.C., Armstrong Siddeley, Aston Martin, Jaguar, Jowett, Morgan and Singer do not appear in the main hall, but in the annexe at the farther end which at previous shows housed the garage equipment. On the other hand the seventeen different makes which form the U.S. representation are, with one exception, prominently displayed in the main hall.

Nevertheless, the British cars are sought

out and receive at least, if not more than, their share of attention. This is not surprising in view of the healthy condition of the market for British cars in Belgium, for during 1950 Great Britain, Germany and Sweden were the only countries to register an increase in the number of cars imported into Belgium as compared with the 1949 figures. France, Italy, Czechoslovakia, and, surprisingly enough, the U.S.A., all showed a decline, as is evidenced by the following official returns. The figures for 1950 are provisional:—

Country	1949	1950
France	15,101	15,920
Gr. Britain	12,655	15,161
Italy	1,038	964
Czechoslovakia	1,041	1,411
Germany	5,965	11,848
Sweden	91	165
U.S.A.	22,512	19,702
Total	59,044	60,271

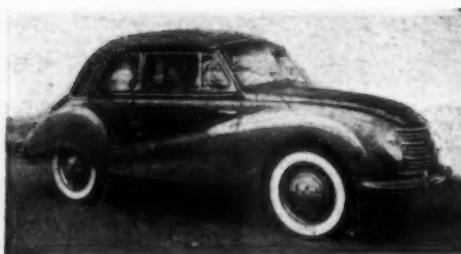
Latest Ford Taunus, the first model of which was produced on January 8. Besides interior detail improvements, a single-piece screen has been adopted with the glass "folded" in the V. The gear change is now on the steering column. Right: Russia's Moscovich, which bears obvious signs of its Opel ancestry. The finish and equipment are poor.



BELGIUM'S

34th SHOW:

continued



Convertible D.K.W., two-stroke powered. The chassis has been re-designed, the engine being ahead of the front wheels, and the body is a post-war design.

It was not expected that the Brussels Salon would reveal many new models. However, General Motors, who are much in evidence in the main hall, introduced the Chevrolet 2200 with a hydraulic torque converter transmission known as the Powerglide. This has a slightly larger six-cylinder engine, of 90.49 x 100.1mm bore and stroke (3,860 c.c.), than previously, developing 105 b.h.p., and the rear axle ratio has been slightly raised, presumably to offset any loss of m.p.g. resulting from the nature of the transmission. The torque converter has five elements and gives a multiplication of torque of 2.2; an epicyclic gear train is brought into action by hydraulic means as an emergency ratio when required, by a lever on the steering wheel.

New Americans

The Chrysler V-eight-engined New Yorker and Imperial also appear for the first time. The two banks of cylinders are at 90 deg, have a bore of 96.84mm and a stroke of 92.08 mm (5,427 c.c.), and have overhead valve inclined in hemispherical combustion chambers. An output of 180 b.h.p. is claimed, or 33.3 b.h.p. per litre. The piston speed is reduced by 26 per cent compared with that of the previous straight-eight engine.

The transmission now makes use of a four-element hydraulic torque converter giving a torque multiplication of 2.34, instead of the former fluid coupling, in conjunction with a four-speed box giving a high and low range. On the impressively large Imperial limousine the steering is also assisted by a hydraulic servo motor, a refinement which has hitherto been deemed necessary only on very large

and heavy commercial vehicles. This model has disc-type front brakes. The U.S.A. Ford on view has the new hydraulic transmission, but its companion, the Mercury, is displayed with a conventional transmission. A replacement was expected, however, with automatic drive.

No excitement was caused by the Russian Moscovitch, a small four-door six-light saloon closely resembling the pre-war Opel Olympia, and said to be produced by Opel plant seized as reparations. The poor quality of body pressings suggested that material for the car had been found by cutting up the Iron Curtain. No price was quoted.

From Chemnitz, in the Russian Zone, appears also the D.K.W.-I.F.A. In addition to the previous two-cylinder two-stroke model there is now a three-cylinder two-stroke version. Bore and stroke are 70 x 78mm (900 c.c.) and the output is 28 b.h.p. at 3,600 r.p.m. Lubrication is by mixing one part of oil with 25 parts of petrol. Engine, clutch, four-speed gear box and final drive form a neat and compact unit, the front wheels being driven. Suspension is by torsion bars and hydraulic dampers. The price is 75,000 francs, or about £535. The slightly smaller two-cylinder model costs 58,900 francs, or about £420.

Lowest priced British car is the Morris Minor at 51,900 francs (about £370), while the standard Volkswagen costs 51,100 francs, or just over £5 less. The Porsche is shown on the Volkswagen stand and the two-door, four-light, well-streamlined saloon costs 159,000 francs (£1,125). The engine is reduced slightly in size to bring it in the 1,100 c.c. class.

In the main hall Rovers are fortunate in having a good position and show cream,

blue, black and green examples of the 75 saloon, also the Land Rover. Nearby are the Nuffield products, the Morris, M.G., Wolseley and Riley ranges. The open M.G. in blue, cream, black, red and grey-green versions attracts much attention. It sells at 76,000 francs (about £543).

Austin give pride of place to the new Hereford A.70 saloon on its turn-table. The A.40 saloon at 76,500 francs (£550) and sports, the A.90 sports saloon, with its nylon fabric-covered head, and the A.125 limousine, complete an imposing array. Across on the other side of the main hall are the Sunbeam 90, Hillman and Humber models, the Minx costing 69,000 francs or £490, with the sectioned Sunbeam chassis to attract the technically minded (the Talbot part of the name is dropped on the Continent). British manufacturers seem much readier than Continental or U.S.A. makers to exhibit sections of "the works," a notable exception being the cleverly sectioned Fiat 1400 engine which appeared at Austin's Court and at other international exhibitions.

Also in the main hall are the Standard and Triumph displays, the Roadster appealing strongly to the Continental eye for line. The Vanguard convertible, introduced last year by the Belgian assembly plant, has proved very popular and appears again. Production of Standards and Mayflowers from the Nessonneau plant is at the rate of 350 per month and will shortly increase to 400.

In the Annexe

Out in the annexe the beautiful sleek lines of the Jaguar Mark VII saloon exhibited at Earls Court are well displayed by its turn-table mounting. The XK120 in metallic silver grey is as handsome as any car in the show. At one end, tucked away, are the cream Aston Martin convertible and the light green two-door saloon. At the other end are the V twelve Ferraris, the 2.3-litre saloon and the 4-litre Grand Sport, the latter with three dual carburettors and an output of 220 b.h.p. The Superleggera body of the two-seater has a deep green finish of great depth of colour and brilliance.

Morgan show a blue and a black open two-seater; A.C., at their first Brussels Show ever, a red open four-seater and a beige two-door saloon. Other British cars of sports character are the 3-litre Alvis in silver-grey with red upholstery, the Jowett Jupiter in red, and the little red Singer Nine. The Javelin saloon and the Singer S.M.1500 saloon are also shown. Armstrong Siddeley are represented by a dark blue Whitley saloon and a grey Hurricane convertible, their good finish being typical of the majority of British cars.

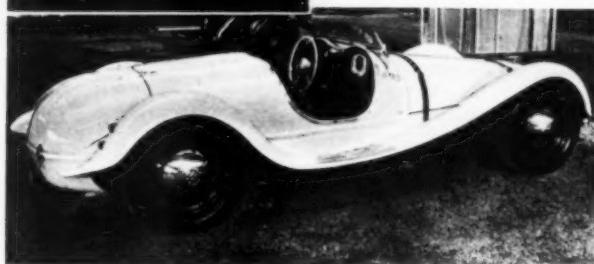
Of French cars the Hotchkiss Gregoire and the Renault Fregate seem to attract most attention. The big Lago Record limousine on a long wheelbase chassis is a replica of one supplied to the Bey of Tunis, the body being by Saoutchik and notable for its roominess. A Delage two-door saloon by Letourneau et Marchand is remarkable for showing a somewhat high radiator and bonnet line, as opposed to the general trend to lower the bonnet line in the interest of visibility.

Mention must be made of the artistic presentation of the main hall with an elaborately panelled roof-covering in pink and cream muslin, and very effective strip lighting. The floor covering, stand signs, and decorations are also standardized, the general effect gaining thereby. The exhibition, as previously mentioned, closes on January 24.



The B.M.W. saloon has a number of clashing curves in its wing lines, and an awkwardly shaped front door, but the general effect is not unpleasing.

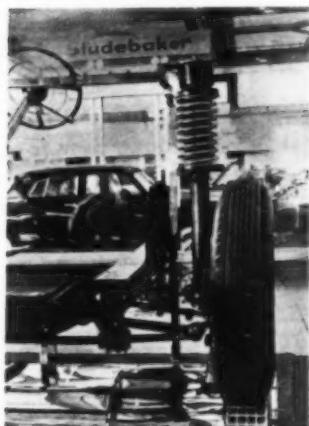
Around the BRUSSELS SHOW



Yet another version of the Volkswagen, by L. Colvin, coachbuilder. Enormous head lamps fill the front panel and the car is of very low build.



A row of TD M.G. models gives a sporting front to the Riley-Wolseley-M.G. stand.



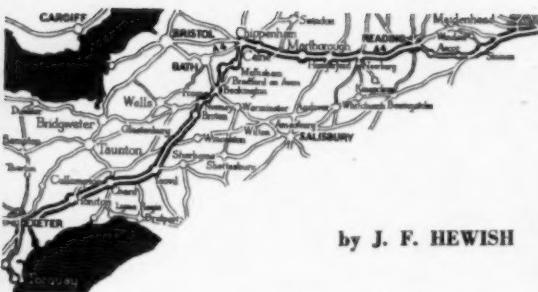
The unusual spring strut i.f.s. of the Dagenham-built Ford Consul and Zephyr, a notable breakaway from orthodox practice.



Chrysler's imposing Imperial with its three-section rear window.



Right : Renault show their new 2-litre car, the Frégate, which is not expected to be in full production before the end of this year.



by J. F. HEWISH

WESTERLY WEEKEND

TWO DAYS, AND LIMITED HORSE-POWER

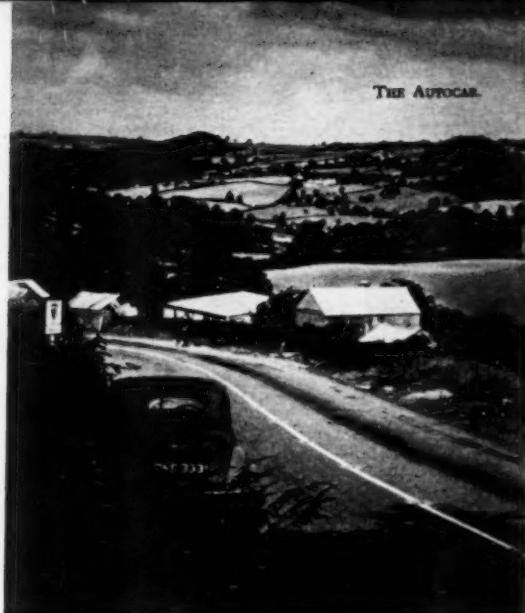
IT is easy to conclude that there is some special importance attached to the idea of a weekend. There have been Lost Weekends, Happy Weekends, just weekends, and all that the name can imply of leisure, travel, rest, spaciousness or forbidden pleasures. It was only when the tank of a Morris Minor, Series MM, was filled with what seemed a very small quantity of fuel, and the range that this conferred—some 200 miles—was considered, that the weekend which is described began to unfold its deliciousness.

Motorists, plutocrats or paupers, will not experience the same sensations on beginning a journey. The technical man has his brand of pleasure. Much of mine was in the thought of economy; not only was a valuable fuel going to be used to full advantage, but also this machine—one of the outstanding designs among post-war cars—was to

Not the Corniche, but it might be : Torquay Marine Drive.



THE AUTOCAR



Panorama from one of A30's steepest hills, near Honiton.

make possible, purely by excellence of design, travel of a speed and pleasantness that just did not exist some years ago.

Leaving London on a Friday afternoon provides some of those sensations that a marooned sailor must feel as he watches a ship sail into the distance without him. It is tantalizingly difficult to get out of the place. A unique piece of conurbation (as has been said); and with the sudden renaissance of motoring in the last year, conditions are probably worse than they have ever been. Though there may have been less motoring since the war, there are more cars. It is just necessary to take a firm hold on the impatience, and the weekend, and to prepare to engage first gear some thousands of times, until the county of Berkshire, or Surrey or where you will, confers its own brand of linear freedom. My object, to begin with, was Berkshire, and a route for Wiltshire. Threading Clapham and Morden on a Friday suggests strongly the enormous number of routes from London. One can go slightly south-west, to Ascot, or choose one of the routes north of the Thames, Western Avenue or the Great West Road. If it were possible to get high enough in a super-space ship, London would present something of the interlacing of those famous marshalling yards at Hamm.

Escape

The delight, for the City-pent man, on getting out of London might almost be made an argument for living there. Even amongst cities, London is different, for its thronging population and traffic, in the summer months, present human adaptability with special problems. Hence the lyrical delight with which one sees the sprinkled coinage of evening sun under the leaves, and on the roadside dust. The air is different, if a sunshine roof or a convertible design make it possible to savour it.

The plan was to spend a night in Wiltshire, and continue to Devon and the sea the next day. After just touching A30, that fine westerly radius which leads on to Devon and which was to be rejoined later, the route for Reading was taken from Sunninghill, to join A4 and continue to Newbury and Marlborough. Evening sunshine can be hard on the eyes, when westering at this time of day, and it was easy to discover that smoked glasses, of the common or garden sort, as opposed to Crookes or polaroid, provide not less glare, but merely a smoked glare, which is to normal glare as bacon is to pork, different, but



essentially the same. Thus, a mental note to buy a good pair without delay. It is so often the small details that are the very basis, and not the embellishments, of a journey. Many a would-be suicide must have been deflected from his purpose by means of a cup of tea.

I like A4, for it is level mostly, and not crowded, even under present conditions. There is Hungerford, and the trouty Kennet and the towns on this route, even before the opulent building of Central Wiltshire is reached, have an air of intelligent longevity and good health; and Marlborough, with its wide main street and the faces that make it evident that one is in an old town, and one that probably contains a school. There are cars that contain parents, and evening horsemen.

Chords of Response

Different temperaments respond differently to country; it may be something to do with childhood, and I have often wondered at the reason for it, but my choice is definitely for the open variety. Some people are scattered, mentally, on the downs, preferring the pastoral style as an inner need, but such tastes certainly matter. My landscape may be anathema to the next man. The Marlborough downs in the declining light lay as if they had been brushed with a rapid and copious stroke of golden colour, and some drops of it, from this direction, had got into my eyes. After the huge and (in origin) uncertain mound of Silbury is passed, it is not very far to Chippenham, or, if one likes, to Bath and Bristol.

Motoring with a small car is an art in itself, for it demands an understanding of what a rather limited torque can do. This cannot cope with large variations in speed, and these must be avoided if the 35 miles in the hour of which the MM is easily capable are to be achieved. Thus the engine must be kept turning, and there is no doubt that it is designed for just this.

Small Wiltshire towns provide an almanac of sensations as the hands of the clock turn. Melksham at 5.15 p.m. is a variation on the theme of Chippenham at 5 and the change of light contributes to the effect. I suppose that the hundred-odd miles from London to mid-Wiltshire can be covered in less than three hours, in a small car, but such figures demand everything in concentration, and perhaps more from the engine and tyres than is desirable.

The German language has a most convenient verb for staying the night. It is *übernachten*. I overnighted at

Bradford and set off the next morning for Devon. This requires some cross-county motoring, on a southerly diagonal to Yeovil, to pick up A30 via Frome and that place that sounds like an advertisement—Wincanton. If the final halt at the sea is not to be too hopelessly brief then motoring is more important at this stage than sightseeing. It is a pity not to be able to stop and taste the quality of half a dozen such places. The interest that takes their place is mechanical. The energy to operate the controls on a well-designed modern front-end has been cut to the minimum, even on the worst roads. It would be reassuring to imagine that the tyre wear is comparable to the steering forces required.

The direct radius to the west, A30, is picked up at Yeovil, and from here the familiar beads-on-a-string analogy is the only one for the way that Chard, Honiton, and Exeter follow one another on this route. Such spacing is good indication of progress. There are fine green panoramic views when the light is good, such as that from the famous hill with the sibilant name, Windwhistle. It was a test in the days of the London-Exeter coach, and it is still, when horses are replaced by unitary horse-power.

Thus to the sea, by, some would say, an elaborate passage, but many have gone farther for less satisfying objectives.



London traffic seems remote, where A4 leads in to Newbury.

A colonnade of beeches. One of the many variations provided by A30.



RALLY LATEST



On through the night with ice under the wheels and snow-laden trees dazzling white in the glare of the head lamps. Left : In the conditions which prevailed when these photographs were taken, the signs warning of skidding dangers constituted a masterly understatement. Falls of rock loosened by the bad weather are an unpleasant hazard on the mountain roads and, if the ice is bad, conditions are complicated by non-competitors having accidents among themselves.

VITAL SECTOR OVER WHICH EVENT COULD BE WON OR LOST

ON Tuesday next, January 23, starting signals will be given by time-keepers at Glasgow, Lisbon, Monte Carlo, Oslo, Palermo and Stockholm to 362 crews who will be starting on Europe's big winter motoring adventure, the Monte Carlo Rally. During four days and three nights they have to cover a difficult route of about 2,000 miles from each starting control, maintaining an average speed of 31 m.p.h. with no time allowances for eating, sleeping, refuelling or repairs; they are due to arrive in Monte Carlo at intervals from 6.34 a.m. on Friday, January 26.

A full list of entries and a map of the routes were given in *The Autocar* of January 5. As the number of applications is far in advance of the number of competitors who can be handled, the number of entries to be accepted from each country was established in advance on the basis of previous rally entries, and Britain, which has always strongly supported the rally, although British drivers have succeeded in winning it on only two

occasions, has the second largest contingent with 70 competitors against 90 from France.

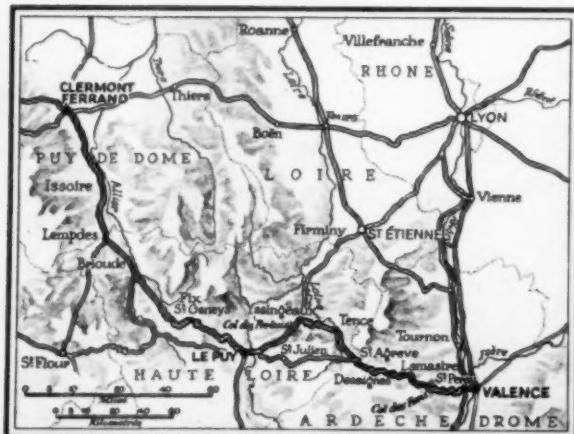
This year the national club of each competing country was given the task of selecting the entrants from the available applicants, so the rally has more than ever the air of a classic international contest between crews and cars chosen as the best representatives of their countries.

Sixty-five of the British competitors are starting from Glasgow and the route is complicated for them by a diversion to Llandrindod Wells before they catch the boat from Folkestone to Boulogne en route for Belgium and Holland.

All routes converge on Bourges, from where the route goes via Clermont Ferrand over the mountains of the Massif Central to Le Puy and Valence. After that the rally joins the route of last year's event via Gap, Digne and Grasse.

If the weather is bad, the top placings in the rally will almost certainly be decided on the section from Clermont Ferrand through Le Puy to Valence,

The new route section on which the photographs on these pages were taken. Given bad weather, this mountain section could prove critical in deciding the winner.



which has been specifically included by the organizers this year in the hope that the winner will be found on the road section and not in the eliminating tests at Monte Carlo. The section begins easily enough with well-surfaced main roads, but it becomes narrow, winding and rough as Le Puy is approached and between there and Valence there is a great deal of climbing and descending over narrow tortuous roads with precipices yawning at the roadside to discourage any attempt to slide the corners. The photographs on these pages were taken on this section only a fortnight ago when conditions were such that it was virtually impossible to maintain the average speed required.

Alternative Routes

Le Puy is only a passage control, but lateness at Valence will be penalized at the rate of 10 marks per minute. A failure to pass through a time control means exclusion from the rally, but competitors of various nationalities have noted that failure to get the road book stamped at a passage control costs only a penalty of 50 marks. If there is really bad weather for the Le Puy section, it would not be surprising to find a number of people arriving at Valence without the passage control stamp in their road books, for there are other ways round, and it might be an investment to sacrifice 50 marks rather than risk being stuck for an hour or more on the mountain road.

A few British competitors have been able to investigate parts of the route and these photographs were obtained when one of the Jowett Jupiter team was carrying out a brief reconnaissance in the first week of January, but the Frenchmen have an undoubted advantage which will pay rich dividends if conditions are anything like last year. Bocquart and Secret, last year's winners, revealed in an interview how they were glad to see the snow falling, for, being residents in Savoy, they felt they were almost unbeatable in difficult conditions on the mountain roads they knew so well. Louis Rosier, champion racing driver of France, is another competitor who benefits from local knowledge, as he lives in the Clermont Ferrand area and they say he has almost worn grooves in the Le Puy road. If the mist comes down, as it can quite quickly, few even amongst the Frenchmen will be able to hold him.

The subsequent section through Gap and Digne to Grasse may be just as bad. Three weeks ago it was completely covered in snow and at the top of the Col de Cabre the snow was six feet deep. The snow plough had been able to clear only a track wide enough for single-line traffic on the Col de Leques and on these



The pictures on this page show what the vital road section from Clermont Ferrand through Le Puy to Valence looked like three weeks ago. Parts of the later section over the Col de Cabre and the Col de Leques were worse, with snow up to six feet.



roads buses and coaches show a very strong disinclination to be passed. Such conditions can be heart-breaking for tired competitors trying to maintain the required average speed, and in the event of two cars colliding, complete chaos can result. In the words of one of the French competitors who was over the section at its worst just after Christmas, "It will be more like the Retreat from Moscow than the Monte Carlo Rally."

From Le Puy onwards the mere repetition of the names of the passes to be climbed conjures up visions of endless work with steering, brakes and gear box just when the crews are becoming really tired, to say nothing of the cars. The Col de Pertuis is 3,300 feet high, and there is a descent to 2,800 feet at Yessingeaux before climbing again to 3,400 feet at St. Agreve.

There is another road to the south which by-passes this section and is almost 10 kilometres shorter. It would be a tempting alternative but for the fact that it is rough and rises an extra 500 feet. At Christmas it was blocked by snow. The

official rally distances are based on the Yessingeaux-St. Agreve route.

Soon after Valence comes the Col de Cabre (3,800 feet) which was only just practicable with chains when *The Autocar* staff member tried it; then the road descends for a fast run to Gap and Digne. Then come the Col de Leques and those of Luens and Valferrière, followed by the Pas de la Faye, all rising to well over 3,000 feet to block the road to the sea and (they all hope) sunshine.

The special nature of this year's event, with its limited hand-picked entry, has spurred the French on to special efforts to maintain their record of victory. Renault and Simca teams and many of the others had all been over the route in force before Christmas and it was said that at least one car had been overturned in the process. The star teams were due to tackle the route again in their actual rally cars in the first few days of the New Year.





By Doctor Matthew Da Fano

Part 2



Swinging it : a snake charmer blows vigorously to a young cobra near Bombay. Left : A gate in the walls of historic Ghazni, on the way to Kabul.

HABBANIYA, IRAK, WAS REACHED IN THE FIRST PART OF THIS DESCRIPTION OF A JOURNEY FROM ENGLAND TO BOMBAY, IN A V8 STATION WAGON. DR. DA FANO HERE DESCRIBES THE REST OF THIS MOST UNUSUAL JOURNEY BY CAR, THROUGH PERSIA AND THE NORTH WEST FRONTIER

Overland Odyssey

A LOVELY red Mark VI Bentley at Falluja, on the Euphrates, was a surprise and we envied its smooth-riding i.f.s. as it later passed us on the bumpy road into Baghdad. On arrival at Khanaqin we were informed that we had taken a considerable risk in travelling by night over the road from Baghdad. In fact, travel after dark is inadvisable in all the countries east of Baghdad because of occasional banditry. Next morning we were soon bowling along a good tarmac road up into the Persian hills. Except for some "wash-outs" and pot-holed sections, chiefly on the passes, it remained good most of the way to Teheran. It continually ascends and descends, rising at places to some 8,000 feet. The home of the manager of the Kermanshah Petroleum Co., and the Hotel Elvend at Hamadan provided our two night stops en route. By the third evening we were knocking back vodkas in the sophisticated bar of the Hotel du Parc at Teheran. Modern Teheran, with its wide avenues, symmetrical layout and strong French influence, is largely a product of Reza Shah Pahlevi, the dictatorial king who reigned between the two wars. Being anxious not entirely to abandon old plans of seeing something of Central Asia, particularly after meeting that great authority Sir Claremont Skrine at Teheran, we set off due east for Afghanistan on Novem-

ber 10, along the Silk Road, down which for thousands of years the long caravans had started out for China. We said goodbye to tarmac roads for 1,500 miles. This run through Afghanistan, and subsequently through Pakistan, while both arduous and dangerous, was unique and so interesting as to have made the rest of our journey a mere preliminary.

The first lap, to Meshed, was nearly 600 miles. It is a very dusty, gravel-surfaced highway, corrugated almost the whole way. Endless *sullah* dips and acutely hump-backed bridges impose continual hard braking. There are several fords, none deep at that time of the year. Snow often lies on the road in winter—as also on the Baghdad-Teheran route—and during and after April rains long sections become impassable. We passed through a barren and desolate countryside—made eerily prehistoric by volcanic hills rising abruptly out of the plains—and crossed several passes. Thanks to the Anglo-Iranian Oil Co. we were able to spend our two nights on the way with the managers of the depots at Shahruud and Sabzehwar. Meshed is the holiest city in Asia for the Shiite sect of Moslems and is dominated by the magnificent shrine of Imam Reza, with its beautiful attendant mosques and minarets, all gold and blue. A constant stream of pilgrims and devotees

come to pay homage at the jewel-studded tomb, but access is strictly forbidden to all other faiths and my wife ran a great risk in smuggling herself in with an Iranian friend, heavily veiled and draped in a black *chadar*. Thousands of colourful peoples of many races fill the streets, many of strong Mongoloid features. We enjoyed for ten days the lavish hospitality of Mr. Marandi, the local A.I.O.C. manager, and had the car kindly serviced by "Kerpetco's" garage. All chassis and coachwork screws, nuts and bolts had to be tightened after the run from Teheran and this procedure became a routine thenceforward every 500 miles to Bombay. Our car was not exceptional in this respect and manufacturers would do well to use more rivets wherever possible and elsewhere locknuts and similar locking devices. A strong metal plate under the petrol tank, to protect it from sharp flints, is also a most desirable fitting.

The drive to the Afghan frontier is over a smoother road. From Yusafabad we set off in the dark to cover the twenty miles of poorly marked desert track through known bandit country to Islam Qaleh. We eventually lost our way and after much searching suddenly blundered into the Iranian frontier check-post and its four guards. These unappetising fellows refused to let us pass and it was only after an unpleasant hour's argument at the point of a bayonet that we managed by a ruse to get back out of their little fort into the car and tore off into the dark pursued by shouts and shots. We reached the Afghan frontier and Islam Qaleh without further incident. International car Customs documents are not recognized in Afghanistan and we had to obtain a letter from the Afghan Ambassador at Teheran permitting our car duty-free transit. He also provided us with an authority to draw petrol, as this, in contrast to the previous countries we had traversed from Cyrenaica onwards, was rationed. Seventy miles of very bumpy, dusty track brought us next morning to Herat. The personnel at the hotel, as frequently elsewhere in Afghanistan, were suspicious, obstructive, insolent and out to cheat the traveller. Every attempt was made to prevent us seeing the town without an official guide. Afghanistan is still very much a closed country and on the whole very backward. The traveller's progress is reported by telephone to the capital, we were told. Most of the tribesmen had an untrustworthy and ruthless appearance. The narrowest Islamic customs control the lives of the people and every woman is shrouded in the tent-like *burka*.

The road to Kandahar is quite well equipped with petrol stations and rest houses, both (like all the hotels in the country) Government-owned. The rest houses, simply furnished but quite comfortable, provided sheets, bedding and wood-burning stoves. As in Pakistan and India, we found it better gastronomically, medically and financially, to bring and cook our own food. The roads throughout Afghanistan are very bad; dusty, rough, corrugated and bumpy beyond all conception. Most bridges were down,



Tyre repairs at Shivpuri, Gwalior, on the Delhi to Bombay portion of the route. Below : A particularly fine setting for a statue.



Although this was one of the best stretches in the road across Afghanistan, a deep gully encroached on the right side.





Overland Odyssey: continued

involving detours over river beds and through fords, the latter often impassable during the spring months. Our car was shaken unmercifully and the tyres suffered severely. We had three punctures one day in a distance of a hundred miles. From Kandahar the road to Kabul ascends gradually to a height of 9,000 feet, before dropping to the capital 2,000 feet lower. On the way we managed, in spite of official disapproval, to secure some photographs of historic Ghazni, and an enormous retinue of goggling and rapacious-looking persons watched my wife purchase a fine sheepskin jacket, called a *poshteen*, there. Most of the traffic on the roads consisted of incredibly decrepit old buses and lorries, both invariably overloaded to an extraordinary degree.

Kabul was freezing cold; a straggling city, which mixes modern buildings with twisting ancient quarters, surrounded by high snow-covered mountains. The only hotel was very full and far from good. An invitation to lunch at the British Embassy came as a pleasant contrast from Sir Giles and Lady Squire. Excepting the hotel staff, many people in Kabul were educated, polite and helpful, while the tribesmen and traders in the bazaars formed a diverse motley of Central Asiatic races.

Two hundred miles of very bad mountain roads took us over the Lataband, down the Kabul river gorge and past Jalalabad to the foot of the Khyber. Fine views of the 20,000 feet high Hindu Kush ranges and intriguing caravans of shaggy great Bactrian camels helped to ease a tiring drive. We raced up the superb tarmac road from the Pakistan frontier to the summit of the Khyber with unrestrained whoops of joy and very proud of British

Street scene at Sibi, Upper Sindh. In the East traffic can, and does, negotiate such streets.



engineering. By dusk we were down the other side and soon after in Peshawar.

After a restful week we were ready to set off with Lt.-Col. Edwards of the Frontier Corps, who had kindly consented to our accompanying him from Waziristan to Fort Sandeman and Quetta. At Bannu we were obliged to wait the night for an armed escort of Waziristan Scouts to accompany us to Jandola owing to the presence of outlaws on the road. After lunching next day with the officers of this historical outpost, we proceeded, now with double escort, to Fort Sandeman. At Jandola we were—exciting thought—a mere twenty miles from Razmak, by then in the hands of the Fakir of Ipi. At Gul Kach, the frontier post between North-West Frontier Province and Baluchi-



Petrol pump trouble on the road from Agra. The fitting of both mechanical and electrical pumps proved valuable. Above, left : the pontoon bridge at Raighat, south of Agra. It is replaced by a ferry during and after the monsoon rains.

stan, we were ordered by radio to proceed no farther that night; admonished, in fact, for covering the last dangerous twenty miles in the dark. My wife, consequently, had the distinction of being the first woman ever to spend the night there. A few hours of driving next morning took us out of the harsh, rocky, mountain defiles of this grim and strife-ridden area into the wide valley of the Zhob, up which we made good time, to reach the summit of the pass above Quetta at dusk. We let out Abdullah, our cat, to play with him in the snow up there, blissfully ignorant until later that a merchant had been killed and robbed and a bus shot up at the same spot a few days before. Our escort had not come past Fort Sandeman and Lt.-Col. Edwards had stopped far behind to empty dirt out of his petrol tank.

After a cold respite of a day at Quetta, we continued to Karachi, which we reached on Christmas Eve. Our route thence to Lahore took us through Sukkur and Multan and after a week there we left for Delhi. Nearly all of this run from Quetta was over fairish tarmac roads. After crossing the Indian frontier at Amritsar we had the pleasure of being shown round the Golden Temple of the Sikhs by one of the customs officers. The actual shrine, almost surrounded by a small lake, is built of solid gold.

New Delhi is beautifully laid out on Paris-inspired lines and the old city is full of historical buildings, but we did not linger long, being anxious to reach Bombay and have a few weeks' rest there before our projected four months' tour of Southern India. The Taj Mahal, uniquely beautiful as we had long heard, kept us a full morning admiring its marble splendours.

It was disappointing to find quite 400 of the 900 miles to Bombay consisting of markedly bad roads. Interminable rows of the ubiquitous bullock-carts constantly blocked the road and we had several punctures on the way. Many cars in India fit a row of small chains to the front mud-guard, which prevent the bullock shoes thrown up by the front tyres from embedding themselves in the rear ones. From Nasik, a good concrete road took us the last 115 miles to Bombay, where we arrived late on February 3, with exactly 13,000 miles on the clock since leaving London.

"IT WON'T START!"

HOW TO DEAL WITH A COLD-WEATHER PROBLEM - WHICH NEED NOT ARISE IF PREVENTIVE MAINTENANCE IS ADOPTED

JUDGING by correspondence received, by casual conversation overheard, and by the direct evidence of various neighbours who have to call up the local garage on cold mornings, starting difficulty is more common than many of us suppose.

Admittedly when conditions are both cold and damp even the best of engines may be a little awkward. But for the most part reluctance to start comes from the greater starting load resulting from increased oil viscosity. Just simply that. As temperature falls oil in the bearings and on the cylinder walls becomes congealed and so offers greater resistance to the turning effort of the starter. An unusually heavy load is thus imposed upon the battery and the resultant considerable voltage drop adversely affects ignition. Quite apart from all this, the available rate of current flow from the battery diminishes with falling temperature.

It is an unhappy phenomenon that when starting difficulty is encountered the average person tends to lose his head and makes all sorts of frantic efforts, whereby he rapidly exhausts himself both mentally and physically. The owner should arm himself, therefore,

By DONALD H. SMITH
M.I.Mech.E.

fore, with the thought that an engine in good condition is more likely to start than not to start if the appropriate drill is followed and provided that the under-bonnet temperature is not appreciably below freezing point. Essential requirements are that the engine should be in good mechanical condition, with sound compression and no air leaks at manifold joints or connections to suction-operated devices. Lubricating oil should be of the lowest recommended viscosity, generally one labelled S.A.E.20. This is, perhaps, the most important factor in easy cold starting.

On the electrical side the battery should be fully charged and have clean terminals. Contact breaker points should be flat and bright and free from burnt-looking pits, while sparking plugs should be clean and dry externally, and internally they should be freed from whitish deposits on the points. Gap settings will vary somewhat with different engines but if official instructions are not available, 0.012in (12 thous) for the contact breaker and 0.020 (20 thous) for plugs should serve. Cleanliness, internal and external, is essential and this applies particularly to the carburettor. The filter (if any) should be clear, any sediment in the float chamber bowl should be removed and jets should be blown

through. All these things should have routine attention *before* the cold weather really begins.

Given that everything as indicated is in order, an engine that starts readily in normal weather will start almost as easily on the coldest winter morning likely to be experienced in this country, subject to the reservation that the purely mechanical difficulty of overcoming the resistance of cold oil may still be excessive. Supposing that the starter turns the engine very sluggishly indeed, it may be assumed that the lubricating oil is congealed. An undercharged battery may be a contributory factor, of course, but if the sluggish action is coincident with the cold weather, it is pretty clear that oil viscosity is at fault.

Hot Water and Thin Oil

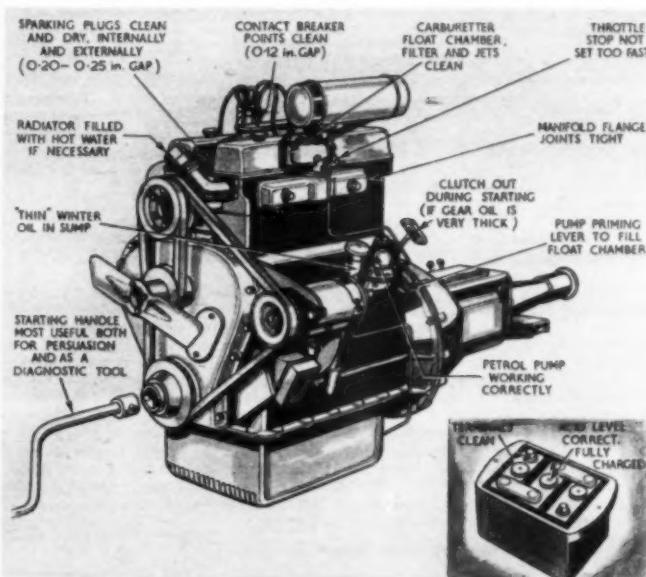
When the immediate problem is to start with as little delay as possible, it is futile to recommend changing the oil in the sump, even supposing that the stuff inside is fluid enough to drain out! A quick remedy is wanted and if enough domestic hot water is on hand the cooling system should be drained and refilled with moderately warm water, which can be drawn off almost immediately and replaced by very hot. In all probability the engine will then turn reasonably freely.

But if there is no ample supply of hot water the final remedy still remains. Drain the sump, and, while it is draining, go to the nearest garage and bring back the requisite quantity of

oil of the next lower S.A.E. rating. If this is not recommended by the makers, change over again as soon as the cold spell ends.

Cold accompanied by excessive humidity is a most unfavourable condition and it is a serious seasonal problem in some districts. It is indeed appalling to find everything under the bonnet covered with a heavy dew that runs into beads of water which collect in small pools in plug pockets and other lodgments. Yet it is doubtful if surface moisture on the external parts of the engine is responsible for bad starting. Low tension leakage, as across the end terminals of the coil, or inside the contact breaker, is unlikely, since the leak path offers so much higher resistance than the legitimate connections. High-tension leakage is more likely to be troublesome, although the only really vulnerable places are the outsides of the sparking plug insulators. If they are dirty as well as wet they should be cleaned and dried. Wet high-tension cables are unlikely to prevent starting unless their insulation is badly cracked or otherwise in poor condition.

Under really humid conditions by far the most likely cause of failure to start is condensation of moisture in the idling jet or starting device of the carburettor. Here it may be pointed out that that unfashionable and out-moded device, the starting handle, is a most valuable tool for diagnosis. A very good tip for adjusting a carburettor for easy starting, particularly the more simple types, is to select idling jet size,



"IT WON'T START!"

slow-running adjustment, starting air and what-have-you so that the rule-of-thumb advice to "adjust till the suck sounds wettest" can be fulfilled. This can be done only with the help of the starting handle! Turn the engine by hand gently and listen to the suck through the carburettor (removing the air filter if necessary). Normally there should be a "wet suck" when the choke or starting device is in action. If there is not, assume that the starting jet is closed by a film of condensed water vapour and clean it before wasting time on the ignition system.

The starting handle will usefully free the engine on any cold morning before dissipating valuable battery energy. Its use also serves to fill the carburettor if a mechanical fuel-lift pump is fitted, although these mostly have a priming lever by means of which the float chamber should be filled before attempting to start; on cold mornings this alone is a valuable means of conserving the battery.

On the subject of starting handles, certain cars are no longer provided with one, while unfortunately many owners

on a mechanical pump, or by switching on with an electric pump. After setting the choke or easy-start control, pull over compression three or four times, meanwhile listening for "the wet suck"; when this is heard, switch on the ignition, give one or two firm, sharp pulls over compression and the engine will fire. If there are only one or two desultory "pops," however, or if the engine starts briskly but immediately stops, and if all this is accompanied by a strong smell of raw petrol, it can be assumed that there has been over-choking. The engine must be cleared by holding the throttle wide open while the starter bubbles it round. On switching on it will probably start with a roar and the throttle pedal must be brought back promptly.

Avoid All Panic

Above all, much of the starting difficulty is psychological. The man who gets excited, hysterical or destructive is well on the way to exhaustion. A car which normally starts without trouble does not suddenly acquire a new and intractable temperament just because it is a cold, damp morning. If "first fire" is not obtained almost as promptly as usual it is simply that the lower temperature (or humidity) has introduced a fault. Identify and clear it and the response is usually immediate. Frantically prolonged cranking either by hand or starter motor, without such rectification, will get nowhere.

Supposing the battery is flat, what is to be done? Obviously another ready-charged battery is the best answer. A spare battery maintained with the help of a trickle charger can be made to earn its keep by changing over with the one in the car every two to three months, and the owner always has an instant replacement to hand—a most comforting state of affairs. Those who rely upon other people to get them out of trouble, however, must borrow or hire, or a friend's car or motor cycle may be run up alongside and two wires connected thereto from the flat battery in parallel, that is, positive to positive and negative to negative. Thus connected, a handle start can be made, the wires being disconnected as soon as the dynamo begins to charge.

If the battery is not accessible, the desired result can be brought about by connecting the positive (+) wire from the external battery to the cylinder head or any "earthed" part of the chassis and the negative (-) to the terminal on the coil marked "SWI" or "BAT." For making quick connections of this nature it is best to have two rubber-insulated wires fitted with crocodile clips at their ends. Separate wires are preferable to a length of twin flex since it is all too easy with the latter to mix positive and negative leads at the remote end. Such wires are useful items to have about the place at any time.

continued

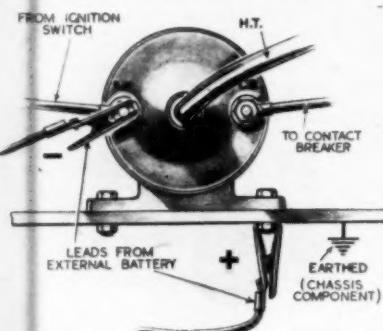
Where a battery charger from the mains is available and the battery is not completely flat the engine can usually be started (by handle) if the charger is connected across the battery and switched on in the usual way. On no account, however, should the starter motor switch be used, since the starter virtually "dead shorts" the battery and it will either blow the charger fuse or damage the charger if no fuse is fitted. Disconnect the charger without stopping the engine, as the battery voltage quickly builds up enough for ignition.

Other methods of assisting in extremis have been suggested from time to time but they are troublesome and by no means certain, while the requisite bits and pieces are not always available. Dry batteries, for example, are a possibility as a voltage boost for an almost flat accumulator, but the torch size will not provide a sufficient amount of current to start the engine "on their own." Too much importance, however, appears to be given to ignition voltage. Provided the handle is used, a cold start can be obtained with standard 6-volt equipment on as low as $4\frac{1}{2}$ volts (or 9 volts on a 12-volt set). It is the starter that demands all that the battery can give—ignition will respond to a quite sub-normal voltage. The best insurance against bad starting is correct battery maintenance; a "full" reading on the hydrometer coupled with a voltmeter open circuit reading of just over 2 volts across each cell provide satisfactory indications that the battery is in order.

Standard Coils Adequate

Standard equipment is more than capable of starting any engine which is in good mechanical order and is lubricated with low-viscosity oil. More battery capacity would often be desirable, but that is a matter for the makers. As a check on the views put forward, a small car with admittedly rather sluggish starting characteristics was easily hand-started with only two cells of its 6-volt battery connected, using the standard coil. Further tests were made with the full 6 volts using (a) the standard coil, (b) a small coil from a motor cycle and (c) a large and expensive "sports" coil. No appreciable difference in effort was noted. Each start was from cold; temperature in the unheated garage was 34 deg F. Then a boosting device was fitted in parallel across each coil in turn, and although starting was not noticeably easier there was less need to use the choke and idling was steadier.

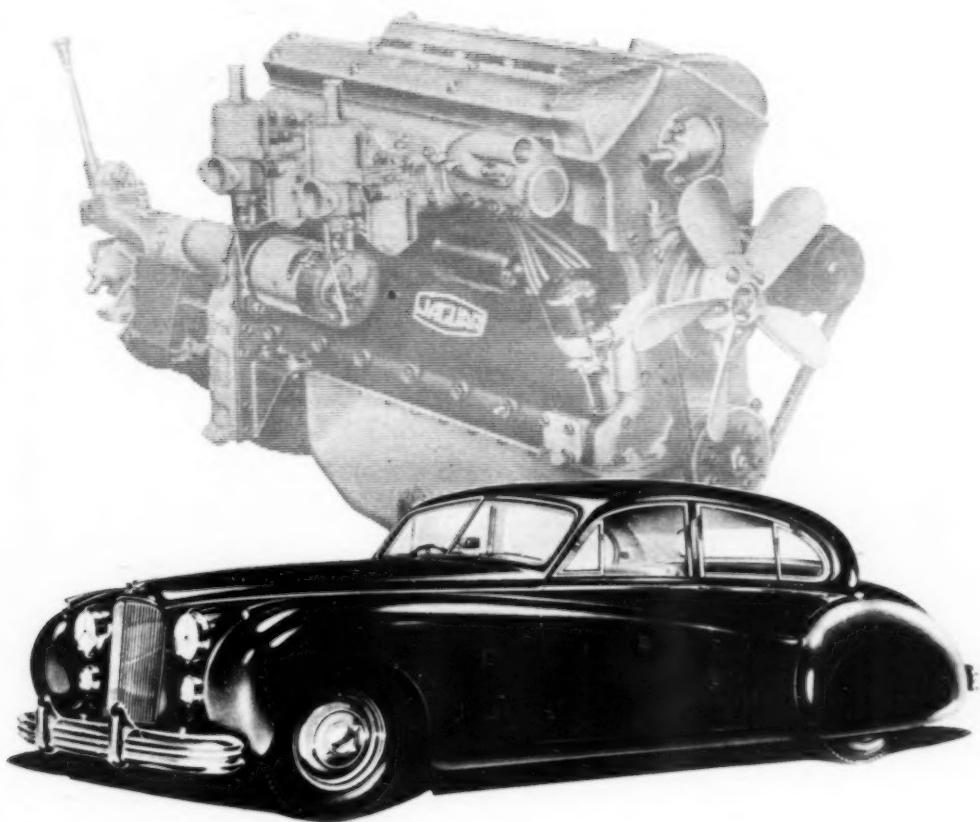
On the whole, therefore, it may be concluded that starting trouble apparently coinciding with a cold spell is mainly the cumulative effect of indifferent maintenance and that a well-care-for engine and electrical equipment co-operate in wanting to start given half a chance.



A temporary connection to the ignition system from a borrowed battery, using crocodile clips.

are quite unskilled in the art of using it even when they have one. Yet hand starting will eliminate many of those incidents when the car is immobilized by completely running down the battery with the consequent S.O.S. to the local garage.

Bearing in mind that speed of rotation has very little influence on the effective starting of an engine with coil ignition, it is only necessary to pull firmly over compression to produce results with the starting handle; there is no need to be violent and no need to exhaust oneself. An almost certain hand start can be effected at any temperature likely to be experienced in an unheated garage in this country, particularly if a paraffin radiator lamp is placed in the bonnet overnight. First of all the float chamber should be filled either by means of the priming lever



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1½-LITRE IMPACT

HOW CANADA REACTED TO A 1939 M.G.

JUDGED by the prevailing Canadian "transportation" standards of the time, I bought an exceedingly rare bird in 1947 when I acquired my present 1939 VA series 1½-litre M.G. Tickford drop-head coupé. I purchased the car from its first owner, who had bought it new in England and had had it shipped out to Canada after the war. Before proceeding further, I should say that at that time British cars in the Toronto area were slightly scarcer than hen's teeth. Service was impossible and spare parts were absolutely out of the question from local sources. This was obviously before the advent of Britain's all-out export drive.

On first seeing the M.G. in and about Toronto, a few discreet enquiries on my part divulged that the owner was contemplating disposal, but only on the delivery of another car. Unfortunately, the new car failed to materialize for some months after I had arranged to buy the M.G. By the time I ultimately acquired the car, the engine had disintegrated mechanically through neglect and inadequate servicing. In view of this, the owner discounted the cost of an overhaul, on an estimate which I had obtained, from his "asking price." This condition was somewhat paradoxical as, while the engine was a shambles, the coachwork and cellulose were spotless and quite as new. I think I would have dropped the M.G. then and there had it not been for its exemplary finish. Before I finished with the car, however, I ended up with what amounted to a new engine, so I suppose I was actually ahead at my extensive (and expensive) overhaul came more or less within the original estimates, and the price of the car had been adjusted accordingly.

The overhaul took nearly six harrowing months. Spares and parts had to be procured from England, some of which had to be specially made and took even longer to obtain. On dismantling the engine a rather disturbing fact reared its head—it was not a standard 69.5 mm VA block but a specially bored unit with oversize 74 mm bores. Much correspondence with Abingdon confirmed this, so, in view of the truly atrocious state of the cylinders, I had no alternative but to fit specially machined liners to bring the engine dimensions back to standard. The Specialloid people, who had just opened a Canadian factory, proved extremely helpful in this respect by supplying the odd-sized liners and matching standardized pistons. These were duly received from England and sunk in the block. I might add that the liners were personally delivered to me by Specialloid's Canadian managing director while on a trip to Toronto.

Emigrant's Task

As an interesting sidelight, I had the overhaul carried out by a local heavy commercial vehicle repair firm as the standard of workmanship was particularly good. However, this concern soon found that few of their mechanics knew anything about an M.G., or any British car for that matter. The car was a question mark to them, differing vastly from the heavy trucks and coaches they were accustomed to service. It was a bit of providence that an English fitter-engineer was taken on by the firm at about the time my liners arrived, and he was forthwith assigned to reassemble the M.G.



Wire wheels and side-mounted spare were quite sufficient to focus attention on the traditional Abingdon front end.

Although he was a singularly good man and knew his work, he had just arrived from England and was completely unfamiliar with the S.A.E. oil grade standards commonly used in Canada. When he had painstakingly assembled the engine from the mounting pile of bits and pieces, and had been fastidious enough to repaint the cylinder block carefully in M.G. red (which was unheard of in the shop), he proceeded to fill the sump with six quarts of S.A.E. 50 motor oil.

Now S.A.E. 50 is an extremely heavy oil by Canadian standards and eminently suited for a badly worn tractor engine, but it was far too heavy for a brand-new, tight-fitting overhauled engine. He even considered this grade on the light side and enquired if there was any heavier oil, his detection being by the debatable "touch" method. No harm was done, luckily, and an appropriate lightweight 20 oil was soon substituted.

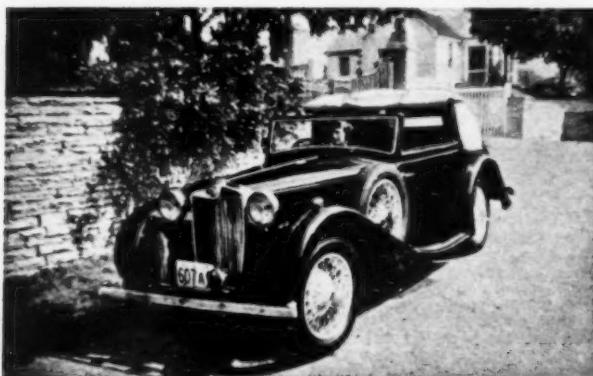
I have noticed that up to quite recently, British car manufacturers and the motor trade in general did not attach much importance to the weight or viscosity of oil and that the S.A.E. rating system was not used. This led to some interesting developments when some of our local agents sold their first British cars, and filled the sumps according to the British home market or domestic service manuals; but that is another story.

Big Moment

Finally the overhaul was completed and the car was ready for the road. I must say that as my freshly waxed car rolled out of the shop for its initial run-in, all of the time, expense and headaches connected with its rebirth faded into insignificance. I had a mint-condition M.G.

I nursed the car very carefully during its first 2,000 miles, using vast quantities of upper cylinder lubricant and frequent oil and filter renewals. The latter I had to import from England. Everywhere I took the car it immediately became a sideshow for all and sundry. One occasion in particular was an oil change which I made in a small town. I drove the car carefully over the pit in view of its narrow track, and left instructions that the sump be filled with six quarts of S.A.E. 20 oil. I don't suppose this service station had ever had an English car in before, much less an M.G. of this type, so the attendant was completely floored when I told him that the sump held six quarts. Most large-engined American cars accommodate between five and six quarts of oil, while the smaller models generally take four.

When I returned to collect the car, it was thronged with interested onlookers. Apparently the service station attendant had gone around to various neighbouring garages and asked the mechanics if they



Proud owner inspires envy when he enjoys the Canadian summer in the open. The Tickford top is three-position—closed, open or de ville.

1½-LITRE IMPACT

would like to come up and have a look at the British "racer" that had a tiny engine holding six quarts of oil. Most of them viewed the full-flow filter with scepticism as the by-pass filter is universal on American cars. I answered all kinds of questions about this filter. "What would happen if you let it go?" and "How does it work in cold weather?" were typical remarks. The fact that twin S.U. carburetors were fitted was immediately taken as an indication of the tremendous power potential (also of its petrol consumption). The size of the 1½-litre engine in relation to the bonnet length was a never-ending source of humour, but I was always given to understand that it must be at least 100 m.p.h. job, "what with those two carburetors an' all." I think I could have sold my M.G. a dozen times over. On occasions I would be stopped on the road by a rare enthusiast tearing up beside it in another car asking for "gen." Sometimes notes would be found in the windscreen asking me to communicate with so-and-so at such-and-such a telephone number about the car.

Another time I left the car outside a hotel in a country town, and when I returned I found the M.G. with its bonnet up and five or six locals peering in. Ordinarily this might have resulted in hard words, but by this time I was thoroughly conditioned to anything. I answered their elementary questions and proceeded on my way, the topic of much future conversation, I suppose, among the mechanically minded townsfolk.

This was not my worst encounter with such objective individuals, however, as at

a later date I parked the car in Toronto's airport parking lot, which was adjacent to a taxicab stand. When I returned to the car I found it literally teeming with cab drivers, two of whom had taken the extreme liberty of getting into the car and turning the radio on. This was annoying to a degree and resulted in my placing a formal complaint with the cab company, as well as with the airport supervisor staff; not that it did any good whatsoever. This probably sounds unbelievable in England but it was precisely my experience with the M.G. In traffic I was frequently the unfortunate subject of shouts and wild gesturing on the part of adolescent road users in old cars.

Well-known

Possibly this sounds critical, but these were the extreme cases. In all other instances where the car aroused interest, I found that the onlookers were friendly and merely exhibiting a genuine curiosity about the car. Any number of them were well acquainted with the make and its English reputation. In fact, several of my best friends were people whom I met directly through the M.G. The quality of the paintwork and attractive interior wood panels was a never-ending source of interest, as was the red leather. The rev counter was a subject of some mystery to many, who often mistook it for some sort of clock or, alternatively, as a metric speedometer.

I have never driven a car which is quite so much at home in snow and on ice as my M.G. It is so effective under these conditions that it is the writer's responsi-

bility to "break through" the family driveway after a snowfall to permit an American car in the garage access to the street. I have used the car every day throughout the winter, without tire chains or even the need for a tow or push. Cold starting difficulties with it are completely unknown although I keep a constant check on the state of such items as the points, plugs, coil and mixture. I have never liked to use the choke on any car, and the M.G. seems to require less of this than most makes which I have driven. The mixture is quite lean; in fact the carburetors have not been touched since a good cleaning last summer.

My M.G. was one of the very first in this area, and it still is the only one of its type in Canada that I know of. There have been some servicing difficulties, but with the present organized British car servicing arrangements in Canada, this has ceased to be a major problem. I have endeavoured to keep the car in excellent condition, although at present the hood could be replaced to advantage. It is frequently mistaken for a new car, or an experimental model not yet on the market. The excellence of the materials and workmanship in the Salmons-built coachwork speak for themselves, and have so far fully resisted the ricks and straining to which some of our roads subject a car. In this respect the car is far quieter than many all-steel-framed American cars.

Suffice to say, the car has pleased me in every way and, if I say so myself, I think it may have in some small way played its part in the present high popularity of British cars in this area.

ROLLAND L. JERRY.

Guard

Rails and Accidents

PEDESTRIAN ACCIDENTS ON A8 AT HARTHILL, Jan. 1, 1946, to Dec. 31, 1950.

Sex and Ages	Crossing Road headless of traffic at				Other circumstances involving the persons injured in columns 1, 2, 3 and 4	
	Pedestrian Crossings (1)	Opening in Guard rails (2)	Street Junction (3)	Walking in road (4)	Under Influence of drink	Screened by stationary vehicle
1. M.6	1					
2. M.41&53			2		2	
3. F.72	1					1
4. M.5		1	—			
5. M.5			1			
6. M.43				1	1	
7. M.7		1				
8. M.9	1					
9. M.6	1					

Lanarkshire Constabulary

It will be seen that only ten accidents have taken place in five years, and that in three of these the victims were under the influence of drink. One further victim was obscured by a stationary vehicle. For the remainder, the Lanarkshire Chief Constable's letter is eloquent both in the explanatory sense and as an expert opinion on guard rails. The relevant passages are as follows:

"Of the accidents mentioned, three were of a serious nature and the remainder slight. Where children were knocked down at pedestrian cross-

sings, they rushed into the roadway without any consideration of vehicles in the immediate vicinity."

"Without doubt, the pedestrian guard rails have a definite tendency to lower the accident rates normally caused by pedestrians carelessly crossing or otherwise encroaching on to the road. This is borne out by the relatively small percentage of pedestrian accidents on the A8 which carries a very heavy volume of traffic and the not inconsiderable crossings and goings of pedestrians across the street."

"The one difficulty experienced, is the lack of co-operation on the part of some shopkeepers failing to raise the movable rail opposite their premises after being opened to facilitate the movement of goods to and from vans, etc."

Harthill's guarded main street.





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1949.50 AUSTIN A.70 Saloon, 5,000 miles £1,295	●	1949.50 MORRIS Minor Tourer, 4,000 miles £768
1949.50 AUSTIN A.70 Saloon, 9,000 miles £1,250	●	1949 MORRIS Oxford Saloon, 5,000 miles £995
1948 AUSTIN 16 Saloon, 7,000 miles £995	●	1949 MORRIS Six Saloon, 10,000 miles £1,190
1949 AUSTIN A.125 Sheerline Saloon, 13,000 miles £1,745	●	1949 RILEY 2½-litre Saloon, 5,000 miles £1,625
1949 ALLARD Drophead Coupe 11,000 miles £998	●	1949 RILEY 2½-litre Roadster, radio, 13,000 miles £1,825
1947 ARMSTRONG Hurricane Coupe £825	●	1938 ROLLS-ROYCE 25/30 h.p. 7-seater Limousine by Thrupp & Maberly, 9,000 miles £2,800
1948 BENTLEY Mark VI Steel Saloon, 19,000 miles £4,350	●	1949 ROVER '75' Saloon, 8,000 miles £1,395
1947 DAIMLER 7-seater limousine by Windover, over 13,000 miles £3,750	●	1947 ROVER 10 Saloon, heater, 13,000 miles £995
1949 FORD Prefect - Saloon, leather 4,000 miles £840	●	1948 STANDARD Drophead Coupe, radio, 12,000 miles £875
1949 FORD Prefect Saloon, leather 9,000 miles £795	●	1949 STANDARD Vanguard Saloon, radio, heater, 8,000 miles £995
1949.50 HILLMAN MINX Phase IV Saloon, 7,000 miles £975	●	1949.50 SUNBEAM TALBOT '90' Saloon, 5,000 miles £1,395
1949.50 HILLMAN MINX Phase III Saloon, 8,000 miles £925	●	1949.50 TRIUMPH '2000' Roadster, 5,000 miles £1,190
1949 HUMBER Hawk Saloon, radio, heater, 6,000 miles £1,395	●	1949 VAUXHALL Wyvern Saloon, 4,000 miles £965
1949 HUMBER Super Snipe Saloon, heater, 14,000 miles £1,945	●	1949.50 VAUXHALL Velox Saloon, radio, heater, 2,000 miles £1,050
1949.50 JOWETT/JAYELIN de Luxe Saloon, 2,000 miles £1,125	●	1948.49 WOLSELEY Four-Fifty Saloon, 18,000 miles £1,850

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CORRESPONDENCE

The driver of a Vauxhall Wyvern was repaid for the hazards of the snowy Luton-Harpenden road by the beauty of the snow-laden trees.

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1

TURBOCAR FORMULAE

Piston Engine Supersedure Should be Encouraged

[63065.]—Most of Mr. J. Sinclair's letter [63052] deals with aspects of gas turbines as known today or are confusing and irrelevant to the issue which I have raised.

May I express the latter again as follows: Will the proposed new formula stimulate the development of gas turbine-driven cars on sound economic lines or not? Mr. Sinclair is silent on this point. Instead, he says that to limit the maximum rate of fuel consumption for a given power, as I have suggested, would place a crippling handicap on the turbine in competition with a reciprocating engine. If this is so, may I ask what would be the purpose of considering at present gas turbines for automobiles except as racing freaks?

The need is, therefore, to concentrate all available energy in perfecting the gas turbine to the point of advantageously replacing the piston engine in cars, as it has already done so quickly in aircraft, and any new formula designed to govern Grand Prix racing should in my view plainly help this purpose by ensuring that power will not again be bought at an extravagant price.

GEORGES ROESCH, M.I.Mech.E., M.S.A.E., M.S.I.A.
London, N.W.11.

CARS AND CORRUGATIONS

Two Comments from South Africa

[63066.]—In the article "The Long Road Back" (November 24) you mentioned that the Volkswagen was providing competition for the small English models in this country—well, to date I have seen two Volkswagens in Johannesburg, South Africa's largest town, both of which had German number plates. I

might add that I always keep my eyes skinned for any new type of car. There is a Volkswagen assembly plant being erected at Pretoria, but it will be many months before there will be any cars for sale here. One car which you did not mention is, however, selling fairly well here and that is the Opel, especially the larger Kapitan.

In the article "South East Survey" (December 1), Mr. Basil Eyston says that because of half-elliptic springing all round on his Austin Sixteen he had to take it very gently over the corrugated roads. I am convinced that had he pushed his right foot down a bit harder and travelled at speeds over 40 m.p.h. he and the car would have felt much less of the corrugations. I own a Singer 4A Roadster and have just completed a 1,200-mile holiday tour and found that 40-45 m.p.h. on my car was the best speed for corrugations. It was well known in this country before we had i.f.s. that the only solution to corrugations was speed.

C. H. WOLFF.

AUDIBLE WARNING

Too Much Leads to Lower Standards?

[63067.]—The Scribe is quite right to advocate sounding the horn for passing "crown-of-the-road huggers," but he is too hard on the "silent-driving" school (January 5).

Just as Trafficators encourage careless motorists to turn without consideration for drivers behind them, so widespread hooting encourages them to cross intersections and junctions without consideration for those approaching at right-angles.

Legitimate uses of the horn are to warn pedestrians of a car turning into a road they are about to cross, or to warn motor cyclists and cyclists of a car about to pass. Even for this last purpose, the horn is not unreservedly recommended, as the good cyclist is always on the alert for cars approaching from the rear, and takes care on hearing an engine, usually audible in plenty of time, to keep well to his side. The sleepy cyclist, on the other hand, who might not notice the engine, is quite likely to be startled by a sudden hoot into momentary loss of control, and thus into the very accident that it was intended to guard against.

More widespread use of the horn than this is not to be advo-

CORRESPONDENCE

cated, as its value in making driving theoretically safer is immediately cancelled, in practice, by abuse on the part of the thoughtless, who automatically allow themselves a corresponding relaxation of driving care. The result, as of the introduction of most mechanical aids to motoring, could hardly fail to be a still further decline in general driving standards.

May I add that the organization in whose name I write is an association founded in 1928 for motorists with a proved record of accident-free driving. We believe in courtesy on the road at all times, and advocate not necessarily slow but always safe driving, with full consideration of all the conditions prevailing, whatever the time and place.

H. J. MORGAN,

London, W.1.

Secretary, Order of the Road.

DANGER BY NIGHT

Two Regulations That Are Not Observed

[63068.]—During the war and the black-out two regulations were introduced which had been advocated for years by everyone concerned with safety on the roads. Cyclists were compelled to carry a rear light, and motorists to halt on the left (or "near") side of the road after dark. These are elementary rules of safety, which every sensible person observes whether he is compelled to do so or not.

Have these two regulations—among the few good things which resulted from the war—been allowed to lapse? Few of us are fond of government by regulation; but here, at least, "administrative convenience" ought not to be allowed to defeat common sense.

W. W. MACLELLAN.

Barton-on-Sea, Hampshire.

MAGNETIC COUPLING

More Information on the Subject

[63069.]—With reference to Mr. C. R. Davy's letter [63049] concerning magnetic fluid clutches and their braking applications, the following information may be of interest.

The American Bureau of Standards in Washington holds all master patents.

About a year ago, before my society, a member read a paper on "Magnetic Fluid Clutches" illustrated by blueprints of some, experimentally made by his firm. One was demonstrated at the Physical Society's annual exhibition last Easter by the Radar Research and Development Establishment of the Ministry of Supply.

The advantages of this clutch or brake are as follows: The power transmitted or absorbed respectively is directly proportional to the current used. The brake form can therefore be used as a dynamometer. A further advantage is that a clutch of about the size of a cocoa-tin will transmit to the order of 5-7 h.p., also no linkage is required which can wear out.

London, S.E.18.

DAVID J. HARRISON, Stud. I.C.E.

MADE IN ABINGDON

Praise for the M.G. Midget

[63070.]—The periodic references you make to the M.G. would suggest that someone, or possibly more than one of your staff, has a very warm regard for this most attractive car, especially in the open two-seater form.

For many years I have envied every owner and in the early part of this year I saw in a showroom a 1949 T.C model, in what was to me a new colour, Clipper Blue. Everything was as new and the speedometer registered just over 3,000 miles.

Knowing the service manager of the firm I persuaded him to give me a short run, selecting the worst roads I knew in the district and, greatly to the amazement of this gentleman, who has always regarded me as a staid saloon owner, I purchased the car on the spot.

In case it should be thought that I am a youthful speed hog, attracted by appearance and engine note above all things, I would say at this point that I have held a driving licence for forty-three years.

There is something about the little M.G. which makes it especially attractive, apart from its speed and acceleration, and even if, as in my case, maximum speed is never used, one does come to like the solid feeling which may at first suggest that the springing is too harsh with normal tyre pressures. The car is used almost daily and even during the recent cold spell I have not found it difficult to keep reasonably warm without

the side curtains, which have been erected on only one occasion to see if they fitted properly.

The only alteration I have made, or could wish for, is the fitting of an extra horn switch in the centre of the steering wheel—my now very little used saloon has it in this position and habit can be very useful in emergencies.

Of complaints I have only two. There is nowhere I can park my pipe and nowhere to knock it out in motion except on the edge of the running board, the paint of which is getting sadly chipped. Second, is a very distinct feeling of inferiority complex that one gets when meeting herds of cows, which appear to tower above the car, and I am in continual fear that some day, in a narrow lane, a swinging tail will put paid to my windscreens.

Clipper Blue seems a very happy choice of colour and gives the car an altogether different appearance from those finished in the darker colours, which to my mind lack the appearance of sprightliness so inherent in the M.G.

MPL 109.
Bournemouth.

STREET LIGHTING

Switching Off While Still Dark

[63071.]—I wish to complain of the action of local authorities in switching off street lights well before dawn. As I leave my home fairly early in the morning, on business, I find to my consternation that the lights are all out.

I do not think that this can be a matter of economy as the boroughs concerned seem to switch on the lights well before dusk, and I would like to know if any other readers have the same experience in their home areas, especially during the winter months when the weather is wet and misty.

The writer passes through the boroughs of Leyton, Walthamstow and Hackney, and has always found these to be at fault.

H. BRODIE.

[And now the authorities have been recommended to switch them off at 11 p.m.—ED.]

WIRING DIAGRAMS

Ready Waterproof Reference Required

[63072.]—It is to be hoped that despite official commitments my good friend L. H. B.-B. ("Simplified Circuits," December 29) will find time to "crusade" our suppliers of electrical equipment into revising their wiring diagrams along rational lines. A waterproof card with the usual Fig. 1 of B.-B.'s article on one side to show the actual harness arrangements, and the B.-B. modification (Fig. 4) on the other—suitably corrected in the head lamp section—would be a boon to all motorists.

Broughton, Cheshire.

J. R. E. OF THE P.S.G.

STANDARDIZED REBUILDS

A Few of the Considerations Involved

[63073.]—Letter [63034] gives cause for serious consideration. I am an engineering student at one of the foremost automobile engineering colleges in England, and have some knowledge of the pros and cons of complete overhauling. I have, in the past, thought about this matter many times, and hope that some of my conclusions will answer the most interesting question brought up by Mr. C. D. B. Williams.

To commence, I am going to suppose that the present economic situation does not prevail, and that all spares and materials for vehicles are in plentiful production. This, of course, is not so, and leads to the use of what I could describe as "non-standard" materials being used instead of those originally employed; also, different makers vary in the number of years for which they produce spares for non-current vehicles, and in quite a large number of cases spares are not obtainable when required, which causes delay. The necessity of remaking parts that are unobtainable doubles, and sometimes trebles, the replacement cost of that part.

Only a large existing firm could economically undertake this type of work, and they would most likely have to cease all other types of work. To run even more economically, this firm would have to undertake to repair only one particular make of car. The work could be done only on the production-line method, giving each employee a set of jobs to do, as he progresses from one vehicle to the other.

Such an overhaul would cost about £200 for a 12 h.p. family saloon, say. The cost would prohibit the repair of early models, which are not worth the outlay, and the firm would put a limit

continued

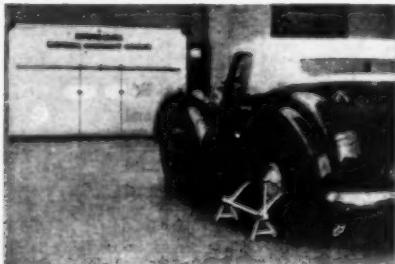


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Above illustration shows car in position for headlamp beam setting

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Speedily check road vehicles suspected of misalignment and ACCURATELY correct to the high standard required by Insurance Engineers.

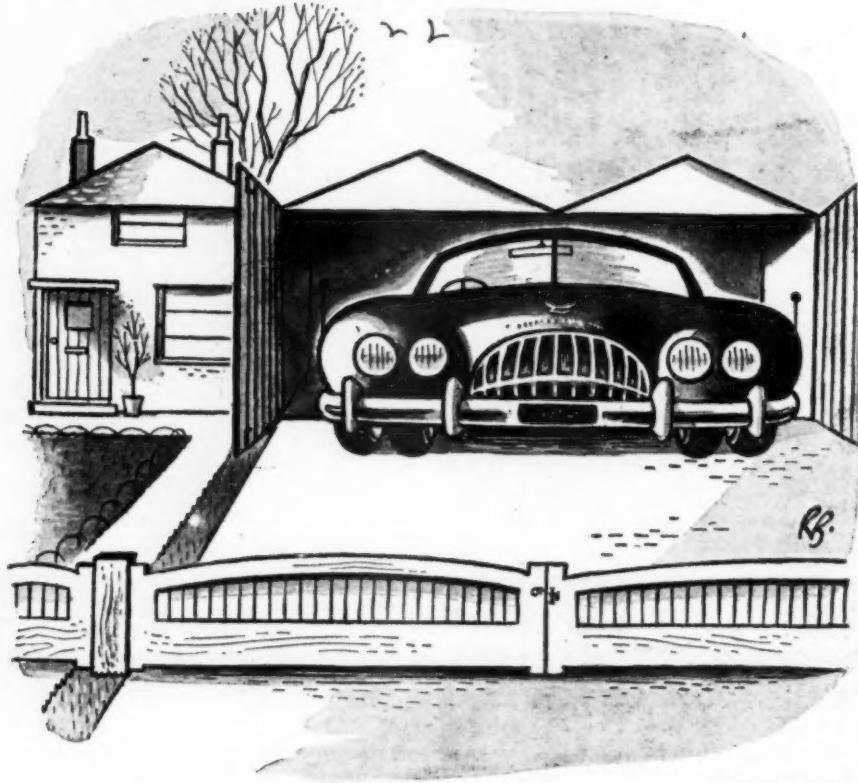
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All kinds of remarkable things can happen when designers really get cracking. But whatever they may think up for you (short of rockets or atomic turbines) National Benzole Mixture will always be the spirit to give you more miles per gallon. That's because benzole is not only an effective anti-knock substance, but it is also a powerful fuel in its own right. Let's hope it won't be long before you can ask for it—and get it!



NATIONAL BENZOLE MIXTURE

16C

CORRESPONDENCE

to the age of vehicle which they would repair. The £200 would cover a laid-down complete overhaul, but "extras" would have to be separately charged for such as tyres, a cracked engine needing renewal, cracked axle casings or buckled wheels, new body panels, and other costly items. Serviceable parts replaced normally under the terms of the overhaul would be sold on the second-hand market by the firm to assist them in keeping their charge down.

This complete overhaul process would involve considerable office work, a large staff, with quite a number of trained engineers amongst them, even if certain work was contracted out to specialist firms, such as coachbuilders and engine reconditioners; also the stores and its attendant paperwork would involve overheads.

I think I can safely say that such a service would be possible, but I can hardly visualize the probability of more than one make or type of car being handled by any one firm. So there again, it would require many firms to cover the many cars on the road today, and even if such a firm were to be set up, Mr. Williams would be likely to find that, satisfactory as it would sound, he unhappily had the wrong type of car. If, as is suggested, the response was considerable, no firm could hope to be economical other than a monotype one.

J. A. BOSTOCK.
Moor Park, Hertfordshire.

MOUNTAIN TRACKS

A "Missing" One Located

[63074].—This may help your correspondent [63003] who is in doubt about the Dolgelly-Llwyngwrl track.

Leave Dolgelly on the coast road for Towyn, turn left on the outskirts of Dolgelly (sign-post Cader Idris). This is a narrow road of good surface. Continue to a point overlooking Barmouth where a new parking ground will be found near a rebuilt crofter's cottage. Continue ahead again to a derelict farm and turn left. The road now deteriorates into a grass-covered track.



Mr. Chinn's Morgan on the Dolgelly-Llwyngwrl track.

In about $\frac{1}{2}$ -mile, with Fairbourne straight ahead, the "road" crosses a stream and the going becomes very rough. Some extremely narrow gates and a steep descent eventually bring you into Llwyngwrl.

By taking the route in this direction, all climbing sections are on hard road. On a fine day, the scenery will be found to be magnificent; on a wet day, the trip may be impossible.

If time permits, leave your car at the crofter's cottage and admire the views of the Mawddach estuary; the time will be well spent. I last took this trip in 1949, using a Morgan three-wheeler.

The old road to Towyn, which starts the same way, was at that time not possible, except by motor cycle, a section of about $\frac{1}{2}$ -mile near the top proving too much for cars. This is being attended to by the local council, and may be possible by now.

S. D. CHINN.
Northampton.

[This correspondence is now closed.—ED.]

BENTLEY FEATS

Records by a Famous 8-litre

[63075].—It is indeed gratifying to note the tribute paid to W. O. Bentley, our patron, by Mr. C. D. B. Williams in his letter [63007]. He omits, however, one feat which many regard as the most outstanding Bentley performance of 1950. I refer,

continued

of course, to the Class B figures put up last July at Jabbeke, Belgium, by Mr. Forrest Lycett on his twenty-year-old 8-litre Bentley. These were:

1. Standing start kilometre at 82 m.p.h.

2. Standing start mile at 93 m.p.h.

3. Flying mile (average of two runs) at 182 m.p.h.

These, having been established on Belgian soil, rank as national records, although in fact they better the Class B figures established in this country.

The car, which ran with its full complement of road equipment, used the same back axle ratio for all three attempts, from which it will be seen that the already excellent figures for the flying mile could have been appreciably improved.

The performance received scant publicity, as a result of which many readers may not have been enabled to remark how favourably these figures compare with the better-reported efforts—over the same distances—of some of our present-day sports cars.

V. L. P. DAVIS,
Sunbury-on-Thames,
Middlesex.

Bentley Drivers' Club.

THE COST OF MOTRING

Figures for a 1937 Fiat 500

[63076].—In reading your first correspondent [62991] on the cost of motoring, I only smiled and reflected that if my motoring cost me over 2½d per mile I would of necessity have to give it up. But when this letter was followed by others, quoting figures of 3d per mile as meritorious for 1939 Eights, I could bear it in silence no longer and added up my total expenditure for 1950.

To give the correct background to the figures I would mention that my 14-year-old car leads a reasonably hard life. It takes me daily across London to the office, and my wife, three young children and luggage up and down the country (often we are off the beaten track) at week-ends and holidays. It normally cruises at 45 m.p.h., and spent part of the year running supercharged (hence the poor average m.p.g.), and competed in a number of trials and competitions.

All the maintenance and the majority of the repairs I carry out myself, and there are no garage costs.

TAX	£	s	d
Insurance (comprehensive but 55% n.e.b. and bearing first £5)	8	15	0
Petrol (51½ gallons)	4	5	0
Oil (5 gallons): bought in bulk but only two-thirds used	1	15	80
Tires (two sets): bought in bulk	11	10	0
Spares and repairs (driving licence, anti-freeze, etc.)	12	10	0
Miscellaneous (driving licence, anti-freeze, etc.)	18	0	0
	£	s	d
Mileage	14,125		
Cost per gallon	1.46d		
Cost per mile	1.46d		

During the last six years the car has done getting on for 60,000 miles, and naturally, during such a mileage on an old car, some fairly extensive overhauls have been necessary. With all these included (e.g., £39 on one occasion and £23 on another) the overall cost since 1945 works out at 1.8d per mile. It is a 1937 7 h.p. Fiat 500 coupé
Ruislip, Middlesex.

J. K. BELL.



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The Autocar Handbook: A Complete Guide to the Modern Car (20th edition) By the Technical Staff of "The Autocar" 5s
(By post 5s 10d)

Electrical Servicing of the Motor Vehicle: Principles and Choice of Test Apparatus. By E. T. Lawson Helm. 8s 6d
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Motor Driving Made Easy (10th Edition) By the Technical Staff of "The Autocar" 3s 6d
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Town-to town Mileages Quick-reference chart giving distances between more than 300 towns 1s
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ACCESSORIES and COMPONENTS

RADIO AERIALS

A RANGE of telescopic car radio aerials is being made by Lee Products (Great Britain) Ltd., 90, Great Eastern Street, London, E.C.2. There are three of their Elpico aerials, all chromium plated on brass, for side, roof, and wing or scuttle mounting. The CA/2 (side fitting) in three sections extends to 5ft, costing £1 10s 6d; the CA/5 (spring-loaded, roof fitting) is a two-section, 2ft 6in model costing £1 13s 9d; and the CA/7 (wing or scuttle), extending to 5ft, costs the same as the CA/5.

PLUG TESTER AND PEN

A NEON plug tester combined as a neat unit with a ball-pointed pen is being produced under the name Neo Pentest by Neo Electrical Industries, Ltd., 87-89, Corporation Street, Manchester, 4. The price is 8s 6d and pen refills cost 1s 6d. To use the plug tester the pen point is applied to the sparking plug terminal when the engine is running, and the regularity and colour of the flash in the neon tube is observed in the usual way; no shock can be passed to the hand as the Pentest is fully insulated.

INSPECTION LAMP

A n inspection lamp with good features is being made by the Kelvin-Norton Electric Co., Ltd., Safetex Works, Barbauld Street, Warrington, Lancashire; it is called the Easelite.

The holder in which the Easelite is normally kept is meant to be mounted on the scuttle under the bonnet and on the left side where oil filler and dipstick and other engine components are usually found. Self-tapping screws are supplied for attaching the holder, requiring only plain, unthreaded holes in the steel sheet of the scuttle. The holder incorporates a drum of the fishing rod type, off which winds 15ft of double flex, sufficient in the 1/2 (or car) model, to reach anywhere round the vehicle for tyre changes, searching for an object in the locker or using the lamp as a reversing light.

When the lamp is to be replaced in its holder, the flex is easily and quickly wound up on to the drum again, and another fact making for speed in use is the built-in switch by which the Easelite is automatically switched on when removed from its holder and switched off when reattached. The lamp's bulldog clip, by means of which it can be attached to the wing edge or any other point, does not have to make earth return contact, as the lamp is double pole.

A strong crackle stove enamel finish and a wire bulb guard, with a generally robust construction, make the fitting a sturdy and practical one. It has been

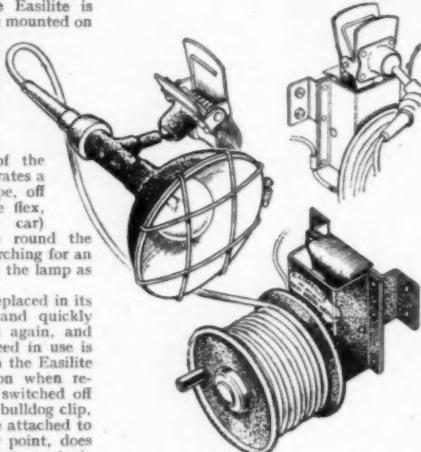
fitted to the car which a member of *The Autocar* staff is driving in the Monte Carlo Rally.



The Desmo reversing lamp.

REVERSING BY NIGHT

MANY modern cars are equipped with a reversing light, which is a very useful fitting. For those whose cars are not so fitted, Desmo, Ltd., 31, Stafford

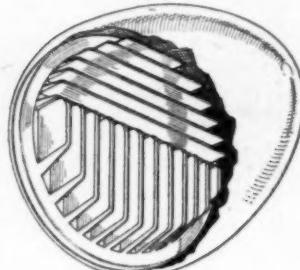


The Easelite lamp and its holder. Inset: The clip of the lamp fits into the holder when the device is not in use and holds a spring switch in the "off" position.

Street, Birmingham, 4, have introduced a new reversing lamp known as No. 2081. It has a universal bracket designed to allow attachment to the rear bumper bar, and there is also a bracket which provides an alternative fixing. The diameter of the lamp is 3½in, and its depth from front to rear 2in, so that it occupies little space and can usually be accommodated in a position where it will not be susceptible to accidental damage. It is finished in chromium plate and is supplied complete with bulb and bumper bracket at 19s 6d.

GLASS LOUVRES FOR ANTI-DAZZLE LAMP

A NEW version of the use of slats or baffles for lamps to prevent dazzle has been patented by an inventor (Patent No. 610,768). It consists of a glass with a smooth face on its outer side and baffles formed on its inner side. The baffles on the lower half have horizontal top faces and slightly sloping lower faces and are designed to permit a wide sideways spread of light but no upward rays at all. The effect would be similar to that of the usual flat-topped driving light beam. The baffles on the top half, however, are vertical and although they do permit upward rays, do not permit any to pass to the



Horizontal and vertical baffles combined in a lamp glass.

right side in the face of an oncoming driver.

A lamp is thus provided which, if the car does not pitch unduly, should not be dazzling, and as compared with an ordinary flat-topped lamp the provision of some upward light would be useful for the driver. The baffles, however, have an opalescent finish, great depth, and occupy a large part of the glass area, so that there would be considerable loss of total light intensity. If the lamp were to be used as a head-light, this loss would not be acceptable, head-lamps being no more than adequate as they are. But many successful driving lamps suppress rather than usefully divert much more of their light than would this type of lamp.

The device is not in production; the patentee is A. S. Tanner, 42, Mount View Road, North Chingford, Essex.



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Once a year the High Street goes gay stalls with bright awnings, booths and roundabouts make their appearance, and after dark the normally quiet pavements are alive with whirling lights, laughter and music. The Fair has arrived! Here is a scene as old as our country's history and as typical of our way of life as the craftsmanship that goes into the products of the Standard Motor Company, representing as they do in every detail of their design 'all that's best in Britain.'

The Triumph Renown

Manufactured by
The Triumph Motor Company (1945) Ltd., Coventry
A Subsidiary of the Standard Motor Co. Ltd.
London: 37, Davies Street, Grosvenor Square, W.1.
Telephone: MA 1141 5044



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The Autocar READERS' SERVICE

Tyre Sizes

My standard tyre fitting is 5.25 x 18in., and I recently had to renew a rear tyre which, after using for 2,000 miles, I discovered to be a little greater in diameter than the remainder of my tyres. I found that it was marked 5.25-5.50 x 18in. I am at present using it as the spare until I can run a matched pair. Can you tell me why the new tyre should be in a double size and whether I am likely to have done any damage to the differential?

F. S.

TYRE sizes are being amalgamated to some extent and the 5.25-5.50 is an example. There is no need to worry about the differential and you need not be afraid to put the tyre into normal service.

Remission of P.T.

After a four-year wait a friend of mine took delivery of a new car a month ago. Some months before that he had applied to emigrate, but he received no intimation that he would be accepted. He had to carry on as if he was tied to England indefinitely. Now he has suddenly received permission to sail in a month's time and would like to take the car with him. However, it would not pay him to do so unless his purchase tax could be refunded. If this cannot be done he must sell the car before he leaves but, as it is in Covenant, what can he do?

A. H. W.
Horham, Sussex.

UNFORTUNATELY there is no remission of purchase tax on cars which have already been purchased. The car may be sold, however, provided written permission is first obtained from the British Motor Trade Association, 97, Park Lane, London, W.1, to whom it will be necessary for your friend to explain why he wants to sell. He will not, of course, be permitted to sell the car at more than the price paid for it and he may not be able to select his own purchaser.

Anti-Dazzle Law

Perhaps I am unduly sensitive, but I seem to be constantly troubled by dazzle from other cars at night. It seems curious that there is no law making the efficiency of anti-dazzle apparatus compulsory, and I would suggest that you take this up in your journal.

Pill, near Bristol.
R. W. G. B.

THERE is a law which makes the efficiency of anti-dazzle devices compulsory. Any lamps of a greater power than seven watts must be either deflected, or

Week by week The Autocar answers by post many questions from readers on a wide variety of motoring subjects—technical, legal, touring, maintenance, sporting and general. A selection from those of wide interest is published as a regular feature. Readers wishing to use this service should address their queries to The Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1. Only a selection of queries and answers can be published, in view of which fact a stamped, self-addressed envelope should be enclosed for a direct reply. It is requested that queries for this section be kept separate from other communications, and that questions which normally are addressed to manufacturers' service departments should not be regarded as eligible.

capable of deflection, to avoid dazzle at a certain height and distance from the car. Dazzle itself is not defined and, in spite of these regulations, there is no law compelling the actual use of the "dipper." However, now that the new international agreement is coming into force and the double-dipping twin filament system is to become universal, any drivers who may now be careless with their lights will have difficulty if they let their dipped beams dazzle oncoming drivers for, if so, their full lights will shine too much up in the air to be effective.

Two Batteries

Is there any objection to coupling two 6-volt batteries in parallel in my car, which is also 6-volt, and thus increasing the capacity? Would it be necessary to alter the charging rate and, if so, how should such an adjustment be made?

L. S.
Colchester, Essex.

THERE is no objection to coupling up two batteries as you suggest and it would not be necessary to alter the charging rate. If you are troubled with a battery going flat too frequently, we would suggest using a better battery of greater ampere-hour capacity rather than using two units.

Wheel Wobble

Could you tell me what to look for in tracing wheel wobble on my 1934 Austin Ten? It develops at about 35 to 40 m.p.h. but does not get worse. Some time ago the car had a bump at the front, but this was not serious.

J. F. C.
Birmingham, 16.

WHEEL wobble may be caused by one or more of the following likely faults: worn king pins, ball joints, steering box, or settlement of the springs, which can affect the castor angle of the wheels. It could also result from incorrect toe-in, a point which should be checked immediately after having a bump of any kind at the front end.

Petrol Injection

I would like to know what complications would arise in designing a direct petrol injection system along similar lines to that of a diesel engine and so save synchronization of two or more carburetors.

J. K.
M.E.I.F. 16.

EXPERIMENTAL work has been carried out for some time with petrol injection. It is difficult to produce injectors and pump mechanisms that will maintain their original setting for a reasonable length of time. Whereas any inaccuracy in mixture setting is not of vital importance with c.i. engine fuel because of its lubricating qualities, a too-rich mixture of petrol would cause excessive engine wear by washing away the oil from the cylinder

bore. The equipment would cost more than two or even three normal carburetors.

High Altitude

I have a Continental holiday route in mind which will involve a very high mountain climb. I would like to know whether I can get some benzole to take with me and whether my engine, which is fitted with an S.U. carburetor, will need any special preparations to cope with the high altitude.

R. T. W.
London, S.W.5.

BENZOLE is unobtainable in this country at the moment and your best plan would be to use the premium grade fuel available on the Continent. If you experience carburation trouble at high altitudes you should find it possible to overcome any difficulty by making slight adjustments to the mixture by easing out the choke as and when necessary.

Tyre Pressures

I recently had my car weighed while I remained in the driving seat, thereby reproducing the usual driving conditions in my particular case. On comparing the loads per wheel with the figures in the tyre manufacturer's chart of recommended pressures, I found that their figures were different from those given in the car handbook. Can you suggest a reason for the disparity in these figures?

T. N. C.
Alexandria, Dumbarton.

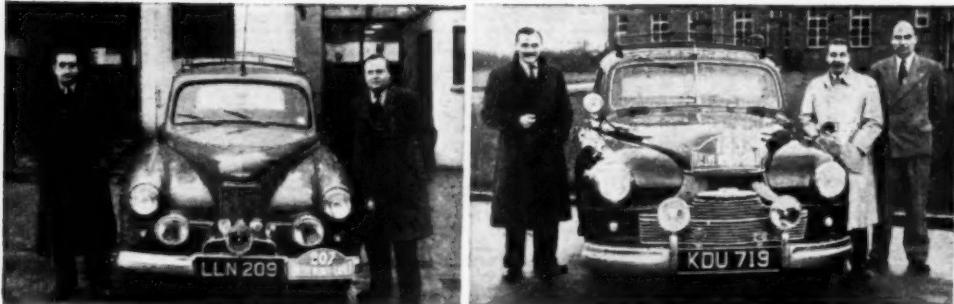
TYRE manufacturers' charts are really generalizations which may be used as a guide. As pressures should be considered in conjunction with the suspension and characteristics of the particular car, the pressures advocated by the car manufacturers should always be followed.

Rotor Arm

In some distributors the metallic part of the rotor arm is roughly rectangular in shape with, of course, a slight curve on the outer end. On others there is a protrusion giving it an L shape. I would like to know the reason for these differences.

R. J. S.
Banbridge, Co. Down.

THE L-shaped arm was to allow for any inaccuracy in the alignment between the rotor arm and the points in the distributor cover, resulting from wear in the contact points being taken up (the setting of the contact points does influence slightly the alignment of the rotor arm). On cars with a wide degree of automatic advance and retard this shape also makes sure that contact is maintained with the distributor cover when the spark occurs. Normally these inaccuracies are overcome by precise setting in the first place and many manufacturers now use only the rectangular pattern.



Prominent among British entries for the Monte Carlo Rally are the teams of Humber and Standard Vanguard cars. The three Humber, one of which is shown on the left, with drivers H. Pilmore Bedford and R. M. Carter, are equipped with Marconi inter-communication radio, enabling them to keep in contact with one another during the run. On the right is one of the Vanguards with its crew of well-known trials drivers, K. C. Rawlings, G. D. Waldron and L. J. Tracey.

THE SPORT

Conducted by S. C. H. DAVIS and
J. A. COOPER, A.M.I Mech.E., M.S.A.E.

THE Glasgow contingent in the Monte Carlo Rally will be made welcome on their arrival at Llandrindod Wells by the Hotel Metropole. The main lounge will be at their disposal, hot baths and a continuous service of light meals will be available, there will be sleeping arrangements for those who want them, and sandwiches and hot drinks for the journey. Other garages offering all-night help and refreshment to competitors on their way to France are Evan Cooks, Queen's Road, Peckham, London, S.E.15, and the Folkestone Motor Company, in Cheriton Road, Folkestone.

No fewer than six Jowett Jupiters are competing in the rally; apart from the official team of three cars (Wilkins, Wise and Ellison), they are entered by a Scot, K. B. Miller, S. Fabregas Bas of Spain and J. Scheffer of Holland. Incidentally, the ambiguity which appeared to exist in the regulations has now been cleared up; any competitor unable to establish his presence at a passage control (as well as the time controls) will be

excluded from the rally. Such interest was shown by competitors in this point (see page 71, which closed for press earlier) that the matter has since been made the subject of a special instruction to all entrants. So it is no good thinking that you will miss out the sticky bit through Le Puy and get away with a small penalization—you won't!

TIMES OF BROADCASTS ON MONTE CARLO RALLY AND OTHER PROGRAMMES
January 22: 10.20-10.30 p.m. 21: Radio Newsreel, 7-7.25 p.m. plus 10.55-11.00 p.m. 24: 9.10-9.20 a.m. 10.20-10.30 p.m. 25: 10.20-10.50 p.m. 26: 10.20-10.50 p.m. 28: Radio Newsreel, 7-7.25 p.m. 31: Eye witness account, 1.45 p.m.

DRIVERS of the three 3-litre Mercedes which are now on their way to South America for several races in the next two months will be Farina, Lang and Karl Kling. Farina has presumably been released by Alfa Romeo for this tour, which makes it seem improbable that the latter firm will compete themselves, as has been rumoured. Lang was, of course, one of the pre-war Mercedes team drivers, having a very successful season in 1939 and still holding the outright lap records for many of the Continental circuits; he has driven the 2-litre Veritas-Meteoro cars in various races during the past eighteen months. Karl Kling, on the other hand, is a post-war German discovery, and is thought to be one of their best hopes.

THE famous Paris-Saint Raphael "ladies only" rally will be held again this year, commencing on February 27 and finishing on March 4. Organized by the Automobile Club du Var, this was in pre-war years a notable competition, involving the maintenance of a high average speed and various tests. This year's event should be quite up to specification, the required average for the larger cars being 37½ m.p.h., and the tests including a timed kilometre at Montlhéry, a hill-climb and a wiggle-wobble test.

Any type of car may be entered; among those who will definitely be competing is Betty Haig, who has taken part in this rally four times already. Details from the Automobile Club du Var, Quai Albert Ier, Saint Raphael (Var), France.

LAST Friday night the Sheffield and Hallamshire Motor Club held their annual dinner and dance at the Grand

Hotel, Sheffield, and a very good party it was. Mike Beardshaw's Cooper 500, suitably polished, held pride of place at one end of the room, and its owner was suitably applauded when he received



THE MAN AT THE WHEEL
A. Powys-Lybbe

The name of Anthony Powys-Lybbe was well known in pre-war days, by reason of the frequency of its appearance among the award winners at Brooklands and many other venues. Powys-Lybbe remained faithful for many years to the Alvis marque, and put up some extremely creditable performances at the wheel of an old aluminium-bodied "duck's back" 12-50 two-seater. This car possessed a surprising turn of speed; later its owner turned his attention to the six-cylinder Silver Eagle model, and put up some remarkable speeds in the 1935 Tourist Trophy race on the Ards circuit with a four-seater car of this type.

In 1937 Powys-Lybbe took over a famous old Monza Alfa Romeo, formerly raced by (among others) Brian Lewis and Luis Fontes, and with it put up a good run in the Empire Trophy race at Donington Park. He was also responsible for rebuilding and modifying one of the legendary 1926 1½-litre Talbot-Darracq team of cars, but never raced it; since the war it has appeared in the hands of George Radford before finally going to Australia, where it is still being raced. Powys-Lybbe now possesses a monoposto 2.9-litre Alfa Romeo, with which his most recent success was the winning of the handicap race at the Ulster Trophy meeting last year, the first race to be run over the new circuit at Dunrod, near Belfast.

COMING SHORTLY

- JANUARY 19.—North London Enthusiasts' C.C. Annual dinner-dance, Hendon Hall Hotel, Hendon, London, N.W.4.
- 19.—Mid-Cheshire C.C. Annual general meeting, White Barn Hotel, Cuddington, 8 p.m.
- 21.—National of Ireland M.C. Trial, London derby.
- 21.—Blackpool and Fylde M.C. Trial, Walsall, Berkhamsted, 6 p.m.
- 22.—South Scotland A.C. Film show, Blythswood Square, Glasgow, C.2, 8.45 p.m.
- 22.—Leicestershire C.C. Annual general meeting, Windsor Room, Bell Hotel, Leicester, 7.45 p.m.
- 23.—Monte Carlo Rally, Glasgow continuing 1.10 to 2.30 p.m.
- 23.—R.A.R.C. Annual general meeting, Committee Room, R.A.C., Pall Mall, London, S.W.1, 6 p.m.
- 25.—V.S.C.C. Social meeting, which will include a brains trust, John Farmers, Edward Road, Hendon, 7.30 p.m.
- 26.—Mid-Cheshire C.C. Film show, White Barn Hotel, Cuddington, 7.45 p.m.
- 27.—Manchester University M.C. Rally, Manchester.
- 28.—North Devon M.C. Houlford Trophy Trial, starting from the New Inn, Muddiford, 11.30 a.m.
- 28.—M.G. Car Club (S.E.) Trial, Chilvers Coto, 10 a.m.
- 28.—Southern Jowett C.C. Annual luncheon and general meeting, South Kensington Hotel, Queen's Gate Terrace, London, S.W.7, 1 p.m.

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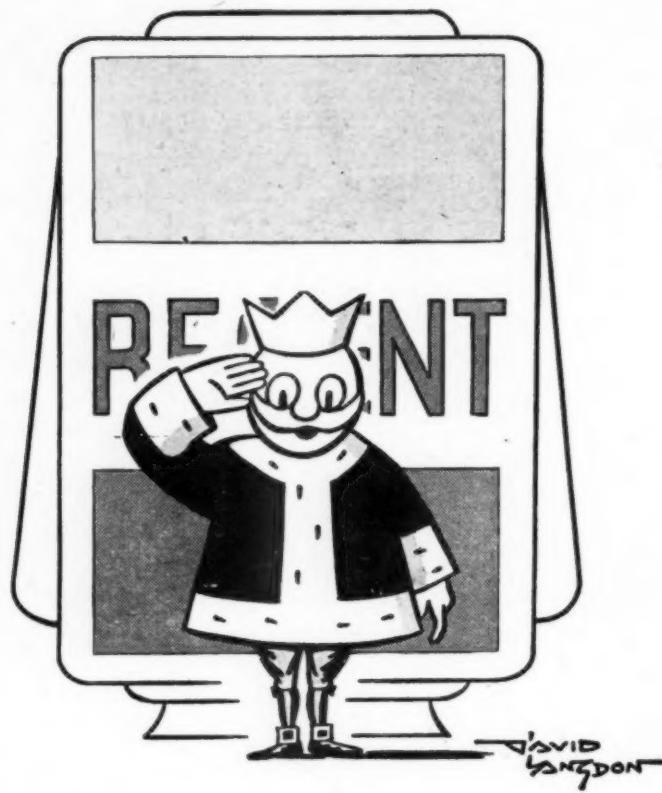
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THE SPORT

continued

from Mrs. Settle, the president's wife, the Hallamshire Star for the greatest number of points scored in the club's events during the year—the third consecutive occasion on which he has won it.

Among the speakers were the Lord Mayor of Sheffield, Alderman Keeble Hawson, at one time the club's honorary solicitor, and C. D. Wilson, stalwart of Yorkshire motoring circles. Other familiar faces included those of T. C. Harrison, J. Clegg, M. S. Wilson, E. S. Sneath, C. Corbishley and none other than Frank Varey, once the "Red Devil" of speedway fame, who is planning to enter the four-wheeled competition world with a DB2 Aston Martin. The proceedings included a showing of the film of the High Peak trial, which was first shown, completely edited and titled, at the Palace Hotel in Buxton during the evening of the day of the event; this is the second time the club has achieved this, a remarkable feat.

UNDER the presidency of A. E. Moss, the Harrow Car Club dined, wined and danced most enthusiastically at the Abbey Hotel, London, N.W.10, last Friday. Speeches were admirable for so much comment in so few words, founder member J. Coyne appealing for more young members to take on executive duties, in response to Rodney Walkerley's toast to the club.

IT is with regret that I have to announce the recent deaths of two well-known personalities in the world of motor sport, A. G. Reynolds and J. W. Whalley. George Reynolds, who was just eighty-one years old, will be remembered by many for his long association with the Essex M.C., and for his many years as time-keeper, especially at Brooklands. By profession a master printer, he put in an enormous amount of work in both motor cycle and car interests, and was one of the quiet and unassuming personalities who are often the backbone of the organization.

John Whalley was an immense enthu-

siasm who competed in eleven Monte Carlo Rallies, frequently from Athens, which was the toughest of all routes in those pre-war days. He also drove in a vast number of trials, always with Fords, which were his especial interest, and competed at Southport first with a 24 h.p. Model A, and later with a supercharged V8 with preselector gear box and twin rear wheels. In trials he was the delight of spectators, as he believed in the flat-out method of hill storming. He was sixty years old, and had been in poor health for some time.

M.C.C. EXETER TRIAL
FINAL RESULTS

First-class awards: H.R.O. 1,496 (E. D. Bowles); Dellow, 1,172 (A. E. Frost); Allard, 1,172 (A. P. Chard); M.G. 1,250 (J. H. Radbourne); H.R.O. 1,496 (P. Scott); Morgan Plus 4 2,089 (P. H. G. Morris); Morris 4/4 2,089 (P. H. G. Morris); M.G. 1,496 (J. V. L. Brown); Frazer-Nash 1,725 (J. B. Leigh); Dellow 1,172 (O. M. Grindal); Delahaye 1,172 (W. H. Wall); Dellow 1,172 (C. H. M. Nichols); Hillman 1,172 (H. H. Alderton); Vauxhall 1,172 (G. P. Crossing); Dellow 1,172 (D. J. Hamer); H.R.O. 1,496 (H. B. G. Eppas); Dellow 1,172 (D. J. Price); Clayton Sp1 1,172 (Dan Clare); Allard 3,917 (H. R. G. Morris); Allard 1,622 (H. Clark); Fraser-Nash B.M.W. 1,496 (W. A. Waiters); Vauxhall 1,275 (J. H. Barron); Barrow 2,778 (H. H. Barron); Allard 4,200 (H. Clark); Cooper 1,172 (C. R. L. Nicholls); A.R.M. 1,203 (E. G. Smith); Burgess Allard 1,172 (K. E. O. Burgess); Dellow 1,172 (D. J. Price); Portman 1,172 (D. G. Rees); Lea-Francis 1,767 (H. B. Davies); Lea-Francis 1,496 (A. L. S. Denyer); M.G. TC 1,250 (D. G. Denyer); Dellow 1,172 (D. G. Denyer); Dellow 1,172 (B. D. Dore); Dellow 1,172 (D. H. Sleep); M.G. 1,250 (C. P. Griffith); Dellow 1,172 (A. Day); H.R.O. 1,496 (Mrs. Nancy Mitchell); Allard 1,620 (E. Brandon); Boulton 1,172 (M. C. Parrott).

Second-class awards: Sunbeam-Talbot 1,185 (C. Oldfield); G. 8 1,172 (W. G. Smith); Sunbeam-Talbot 2,275 (H. Perrin); M.G. 1,250 (T. G. Cannan); M.G. 1,250 (E. G. Willmett); Morgan 4-4 1,906 (P. H. G. Morris); M.G. TC 1,250 (P. H. G. Morris); Ford Sp1 1,172 (G. Broad); Morgan 2,671 (P. H. G. Morris); M.G. 1,250 (S. W. Bent); M.G. TC 1,250 (H. M. Holden); Allard 3,622 (G. A. H. Hillman); Allard 1,622 (H. Clark); Rover 1,903 (J. Kenyon); Allard 3,917 (H. C. Roberts); M.G. 1,250 (C. Griffith); M.G. 1,250 (G. H. Huddleston); Vauxhall 1,172 (H. C. Roberts); Dellow 1,172 (E. W. H. Brooks); Battier Sp1 3,622 (G. M. Boyce); Lea-Francis 1,628 (H. W. Burman); Ford Sp1 1,172 (P. N. Richardson); Battier Sp1 3,622 (P. N. Richardson); Morgan 2,671 (P. H. G. Morris); Jaguar 1,776 (P. C. W. Emery); M.G. 1,250 (P. R. Davies); Sunbeam-Talbot 90 1,948 (G. C. Langdon); Frazer-Nash 1,250 (P. H. G. Morris); Austin 1,172 (A. J. Hughes); Dellow 1,496 (G. C. Harvey); H.R.O. 1,496 (P. B. Reesee); Allard 3,622 (C. Garnett); M.G. 1,250 (P. H. G. Morris); Austin 7 700 (P. T. Gibbons); M.G. 2,062 (E. J. Stead); Daimler 2,522 (J. T. Lawson); Singer 1,493 (R. A. Hellyer); M.G. 847 (K. Monk); Landini Astoria 2,972 (A. P. G. Elson); Riley 1,496 (J. Gillings).

J. A. C.

CLUB

NEWS

Drury Lane, London, W.C.2, on February 7.

On Wednesday, January 31, there will be a local meet at the Coach and Horses, Croxley Green, from 7 p.m. onwards.

Plymouth M.C.—On December 17 a considerable crowd of Plymouthians witnessed members' cars gyrating in the final social event for the 1950 season. Drivers were blindfold, having to rely upon the usually silenced passenger for verbal instructions, and a figure-of-eight was timed against the watch with the driver handcuffed. Also timed was a forward and reverse test, with drivers using foot controls only, and passengers the manual equivalent, car croquet followed, in which the passenger had to manoeuvre a football through a hoop (with the aid of a suitable hammer) in a minimum number of strokes, and this in turn was followed by a bewildering "general knowledge of Plymouth quiz." Visitor's award, for the tests and quiz, went to G. Snardon, driving an M.G., the P.M.C. award (quiz) went to R. Ham (Morris Ten), and G. H. Turnbull, driving his Vauxhall Velox, gained the P.M.C. tests award.

West Hants and Dorset C.C.—The children's party held at the Regina Court Hotel, Bournemouth, on January 6, was a huge success for the youngsters (there were nearly fifty) to say nothing of their parents. Games were organized by Dudley Ship, A. E. Morris, Pauline Jesty and many others; a first-class tea was provided, a classic Laurel

North Devon M.C.—Starting point for the Houlford Trophy Trial on January 28 has been changed from Barnstaple to the New Inn, Muddiford. Time is still the same, 11.30 a.m.

Legends C.C.—The annual general meeting will be held at the Prince of Wales, 150,

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1948 JOVETT Bradford Utility, reconditioned and re-cellulosed, as new.....	£450
1950 STANDARD Vanguard Saloon, 5,000 miles, one owner, super condition.....	£1,050
1938 VAUXHALL 14 de Luxe Saloon, two owners, 6,000 miles since major overhaul, spotless condition.....	£395

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CLUB NEWS

continued

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and Hardy picture was shown, in which a Model T Ford is sawn neatly in half, and finally Santa Claus arrived with a present for each child.

Nottingham S.C.C.—Announcements that the membership figure had reached 320 and was still growing, and that the club's annual turnover was £1,500 were made to a packed annual general meeting on January 4. Geoff Holt, whose enthusiasm and energy have done so much for the club, was hailed as "The Club," and was unanimously elected secretary for the new season; Bob Gerard agreed to become president, and Mr. J. R. Weldon-Jackson was elected chairman.

Public Schools M.C.—The annual general meeting was held at the Brunswick Arms, Stamford Street, London, S.E.1, on January 4. J. E. B. Hissey (11, Collingham Road, Earls Court, London, S.W.5) was elected new honorary secretary, and it was announced that meetings during 1951 would be held in and around London; new members are cordially welcomed.

Lagonda Register.—At the Doone Restaurant on the Hog's Back, near Guildford, there will be a social meeting, to which all Lagonda C.C. members are welcome. All that is required is a car, the New Ordnance Survey Map Sheet 169, someone to read it who understands the system of six-figure map references and as many passengers as you

like, together with a luncheon package. Tea will be available at the Doone.

Chiltern C.C.—On Friday, January 26 (7.30 p.m.) the annual dinner, dance and presentation of awards will be held at the Bull Hotel, Gerrards Cross, Buckinghamshire (on the main London-Oxford road, A40), at which all the awards for 1950 will be presented. Evening dress is optional, and tickets (£1 each) are obtainable from G. E. Gates, Chalfonts, Longfield Drive, Amer-

sham.

Bristol M.C. and L.C.C.—Saturday, January 13, with its crisp sunny afternoon after a week of almost continual rain, made the hills on the course of the Chappell Cup Trial just right (from the organizers' point of view) for the seventeen car and eight motor cycle competitors who took part. No one, however, retained a clean sheet to the finish, and the special test on Fossway became the deciding factor, where H. E. Roberts (Robos) showed his nearest rivals how to do it. Result: **Chappell Cup:** Robos (H. E. Roberts). **First-class awards:** M.G. (G. Best); Dellow (R. Orchard). **Second-class awards:** Radford (P. Radford); Bitzaford (J. Bulivian); Regent (J. Readings).

The Castle Combe race meeting, to be held on March 31, was announced by the club as a closed meeting in error; it is, of course, a closed invitation event.

IN BRIEF

An order for 1,000,000 sparking plugs has been received by the AC-Sphinx company, from Mexico. It is the largest single export order in the firm's 40 years of trading.

Distributors for Berkeley Coachwork, Ltd. were entertained by the firm at a dinner and dance held at the Café Royal, Regent Street, London, W.1, on January 12. This annual New Year function followed the caravan dealers' conference held that afternoon.

Now conducting business under the name of Harold Radford (Coachbuilders), Ltd., at 174, Brent Crescent, North Circular Road, London, N.W.10, the late firm of Searcy and McReady, Ltd. has been taken over by Harold Radford and Co., Ltd., Melton Court, South Kensington, London, S.W.7.

One of the most carefully planned and well equipped types of service station has been opened as the New City Road

Garage, in Glasgow, under the auspices of S.M.T. Sales and Service Co., Ltd. The building is a city landmark with music hall and zoo associations of the past. Its 55,000 sq ft are devoted to car servicing, its capacity being 120 cars under attention at any one time. On the opening day the premises were visited by Sir Andrew Murray, the Lord Provost of Edinburgh, Mr. J. Ure, Lord Provost of Perth, and Sir Hector McNeil, former Lord Provost of Glasgow.

Among the passengers who sailed in the Queen Mary on January 13 were a party of British car production experts, who are on a visit of inspection to various car and body manufacturing plants in Detroit, U.S.A. From the Standard Motor Co., Ltd. are Mr. H. S. Weale, production director; Mr. F. K. Lord, plant manager; Mr. A. A. Hampson, planning executive; and Mr. H. G. Webster, chief chassis engineer. Fisher and Ludlow, Ltd. are represented by Mr. H. Griffiths, planning engineer.

INFORMATION SOUGHT

No. 1549.—Handbooks Required.

"L. L."—On loan the following Lagonda handbooks: 1932 16-80 h.p., 1930 3-litre, 1935 Rapier, 1935 3½-litre, 1934 4½-litre and 1935 4½-litre Rapide.

"R. H. C."—1931 PA-type M.G. Midget, "C. G. G."—1928-39 2-litre M.G.

"R. I. H."—1935 4½-litre Vauxhall Twelve.

"T. S."—1932 Morris Eight.

"A. G. S."—1935 Daimler Fifteen.

"O. G. D."—1929 16.9 h.p. Sunbeam.

"M. D. B."—1931-32 Wolseley Twelve-Six.

"P. S. M."—1934 J2-type M.G. Midget.

"M. M."—1934 Riley Nine.

"J. P."—Daimler fluid flywheel and pre-selector gear box.

"A. H. P. G."—1937 14-60 h.p. Triumph Vitesse.

"J. A. H."—1937 Austin Ten.

"E. J."—1929 Riley Nine.

"E. A. S."—1933 Singer Nine.

"D. A. B."—1935 Austin Ten.

"W. G. H."—1936 Morris Twelve.

"G. W. N. B."—1938 1½-litre M.G.

"V. L. B."—1938 Flying Standard shop manual and spare parts list.

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Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 15483.—1935 Alvis Speed Twenty

"E. R. T."—Experiences as to performance, fuel consumption, useful hints, and a handbook.

No. 15484.—J2-type M.G. Midget

"K. G. M."—Maintenance hints and tips and a handbook.

No. 15485.—1930-32 20-24 h.p. Minorva

"A. M."—General information and a handbook.

No. 15486.—1933 Talbot 105

"W. A."—All possible information, maintenance hints, and a handbook.

No. 15487.—1935 Lagonda Rapier

"P. G."—Running and maintenance hints, general information and a handbook.

No. 15488.—1934 Lancaster Ten

"J. J. C. R."—All possible information and a handbook.

No. 15489.—1936 18.4 h.p. Mercedes-Benz

"T. P. J."—General information and a handbook.

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Bensham Lane, Broad Green
Tel.: THOrnton Heath 1152



ILFORD
Morris House, 543 High Road
Tel.: ILFerd 2225



GOLDELS GREEN
Morris House, Finchley Rd., N.W.11
Tel.: SPEedwell 9711/2, 3



STAINES
Morris House, 27 London Road
Tel.: Staines 4117



NORTH HARROW: Morris House,
Canterbury Road, Pinner Road
Tel.: PINner 2200



CATFORD: Morris House,
200 Bromley Road, S.E.6
Tel.: HITher Green 4487



SOUTHEND
Morris House, Chalkwell Park
Tel.: Leigh-on-Sea 78291



SUTTON
Morris House, 33 Brighton Road
Tel.: ViGilant 7686

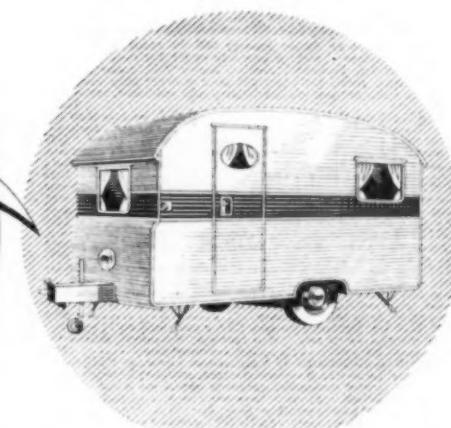
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1948 ARMSTRONG SIDDELEY Typhoon saloon, dark blue, red hide, 7,000 miles, reg'd. Oct. '48	£1,195
1947 FORD 10 Prefect saloon, black, fawn interior, superb condition throughout	£1,195
1950 FORD Prefect saloon, beige, brown leather, 2,800 miles only	£755
1947 HILLMAN Minx Phase II saloon, beige, brown interior, superb condition throughout	£695
1950 HILLMAN Minx Magnificent saloon, black, red interior, very attractive car	£925
1948 HUMBER Hawk 14 h.p. saloon, smoke grey, sun roof, confidently recommended	£1,045
1947 M.G. "TC" sports 2-seater, black chrome, 17,000 miles, excellent performance	£615
1950 MORRIS Minor saloon, black, fawn upholstery, 3,000 miles only	£765
1947 MORRIS 10 saloon, black, brown hide, exceptional condition	£695
1950 SINGER 1500 saloon, beige, maroon interior, radio and heater, immaculate condition	£995
1950 STANDARD Vanguard saloon, black, red leather, radio and heater	£995
1948 SUNBEAM TALBOT 10 sports saloon, metallic grey, 8,000 miles, unmarked	£925
1948 TRIUMPH 1800 saloon, black, fawn interior, 16,000 miles, loose covers, etc.	£1,075
1950 VAUXHALL Wyvern saloon, black, fawn upholstery, heater, spotlamp, loose covers	£925

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1949 VAUXHALL Velox Saloons, radio, heater, choice of three fr.	£875
1949 MORRIS Minor, 5,000 miles, one owner, choice of two from	£740
1949 MORRIS Oxford Saloon, maroon, beige leather, one owner	£850
1948 TRIUMPH Roadster, silver grey, blue leather, as new	£875
1948 AUSTIN A40 Dorset Saloon, green, brown leather	£750
1946/78 FORD Anglia Salons, black, choice of three from	£425
1946/78 MORRIS 10 Salons, choice of five from	£375
1947 VAUXHALL 12 Salons, black, brown leather	£635
1939 HUMBER 16 Saloon, maroon, excellent condition	£380
1939 MORRIS 10 Salons, choice of two from	£415
1939 MORRIS 8 Salons, choice of five from	£335
1939 AUSTIN 8 Sun Salons, choice of two from	£355
1939 FORD Perfect Sun Saloon, choice of two from	£355
1939 HILLMAN Minx Saloons and Dropheads, choice of four fr.	£355
1939 MORGAN 4.4 Sports 2-seater, black, blue leather	£290
1938/9.40 AUSTIN 10 Cambridge Salons, choice of four from	£340
1938 AUSTIN 8 Saloon, blue black, brown leather	£275
1938 AUSTIN 7 Ruby Saloon, green, green leather	£225
1938 MORRIS 12 Sun Saloon, black, brown leather	£375
1938/9 STANDARD 14 Sun Salons, choice of two from	£345
1937 FORD 8 Saloon, green, reconditioned engine	£225
1937 ROVER 15 Saloon, black, red leather	£340
1936 JAGUAR 2½-litre Saloons, choice of two from	£285
1935 AUSTIN 10 Sun Saloon, black, blue leather	£215
1935 RILEY Kestrel Saloon, black, red leather	£225

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1940 FORD Anglia Saloon, beige, 8,000 miles	£585
1949 FORD Perfect Saloon, radio, one owner, choice of two	£750
1949 VAUXHALL Velox Saloon, black, radio, heater, leather	£890
1949 MORRIS Minor Saloons, very low mileage, choice of two	£735
1948 HILLMAN Minx Phase III Saloon, blue, blue leather	£860
1948 STANDARD 8 Tourer, grey, brown leather, low mileage	£475
1948/9 STANDARD Vanguard Saloon, beige, red cloth, radio	£895
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1947 ROVER 12 Tourer, grey, registered 1948, one owner	£940
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Allard Gurney-Wise, Ltd., Hanwell, Court Way, Hanwell. Tel. 6371. (1950)

A LLARD 1949 grey 4-star coupe, excel. maintained; £850. Emsworth 603, or write The Manor, Southbourne, Bournemouth.

GODFREY GREEN—H. A. Saunders, Ltd., Godmersham, Kent. 1949 Allard 2-star, grey, 8,000 miles, owner—Speedwell 0011.

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6 and 7 Portobello Mews, W.11. Tel. Park 9050. (1951)

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1949 (Oct.) Allard drop head coupe, dark blue, 16,000 miles, only exterior condition, regularly serviced, radio, £1,000. 5392, Grove Rd., Northwood, Middlesex. Northwood 1356. (1951)

Allard Cars Wanted

J. H. BARTLETT, the Allard buyers—27a, Penruddock, W.L., Baywater 0525. (1947)

WATSONS, Allard, any type considered.—6, Portobello Mews, W.11. Park 9050.

BRITISH & COLONIAL MOTORS, Ltd., require good Allard cars.—Upper St. Martin's Lane, W.C.2. (1948)

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Allard Spares and Service

ENCON COACHWORKS of Fulham, 2 Faircourt Rd., London, S.W.6. Tel. Fulham 4021.—Specialists in Allard body repairs, body fittings for all models in stock, many spares available, telephone 6370. (1950)

KINSTON STREET MOTORS, Ltd., 164-168, Bordesley St., Birmingham, 3 (16). Midland 5661, for new and used Allards spares and service. Distributors for Warwickshire, Leicestershire and Northamptonshire.

ALVIS

A CLAND & TABOR, Ltd., offer:-
1937 Alvis 4.5 Charlesworth saloon, overhauled, 10,000 miles and excellent condition; £650.

1947 Alvis 1.5-litre saloon, black, like a new car; £1,095.

1948 Alvis 1937 series sports saloon, in exceptional condition; £650. 1948 Portmouth Rd., Thames Ditton, Emberbury 5552-2-3. (1948)

GORDON CARS (LONDON), Ltd., 1948 Alvis drop head coupe, black/red, 7,000 miles—Below.

1948 Alvis 1.5-litre saloon, grey, Bedford cord, 10,000 miles, very good condition; £650.

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN SIXTEEN

TENTH month '39. Austin 16, very small mileage. 100%, Eng. Colours. Car in excellent condition. Tel. Maids Vale 5134, 7853, 5468. £2975

14500 authenticated miles. 1948 Austin 16. Saloon, black, leather interior. Tel. Maids Vale 5134, 7853, 5468. £2932

1938 Austin 16 Goodwood, coachwork and chassis Ltd. 229-308, Larkhall Rd., W.9. Tel. Maids Vale 5134, 7853, 5468. £2972

8500 gns.—Austin 16 (June, 1948), de luxe 4-door saloon, black, sliding head, brown leather, Jacobs, 100%, engine, body, interior condition, terms, exchanges.—Rowland Smith, below.

265 gns.—Austin 16 1955 Chalfont 7-seater limousine, black, brown leather, 100%, engine, body, good condition, very good condition, terms, exchanges; list open 9-7 weekdays and Saturdays.—Rowland Smith, 168 Chalfont St., Chalfont St. Peter, Bucks. Tel. 07470

1947 (May) Austin 16 saloon, black, brown leather throughout, one owner, 25,000 miles, very carefully used; £350.—Shaw Motors, Ltd. 668-700, Gerrard Lane, London, W.17. Tel. 5014-4. £3191

1934 Austin 16 four-door saloon, blue and black with blue upholstered in very good mechanical condition, the bodywork has been well preserved; £160.—Tanksard & Smith Ltd., 97, Finsbury Rd., E.C.1. Rodder, 2051.

Austin Sixteen Cars Wanted

T
H
E
C
A R M A T Ltd.
Austin cars
REQUIRED immediately.

M
MAKE your enquiries to
Austin House, 297, Euston
Road, London, N.W.1

TEL: Euston 1212
10955

RQUIRED, saloons, 1935-38, must be in excellent condition.—154, Grange Rd., Ramsgate. 19130

CASH buyers of low mileage Austin 16s; distance no object.—Huttons, Lord St., Southport. Tel. 2268.

ROYAL SMITH'S, the Austin 16 buyers—Hampstead High St. (Hampstead Tube). 19261

BRITISH & COLONIAL MOTORS, Ltd., require good Austin 16 cars.—Upper St. Martin's Lane, W.C.2. Tel. 5508.

1948 or 1949 wanted from original owner preferably.—Write Angier, 24, Lyndhurst Rd., London, N.W.3.

AUSTIN 16 cars wanted.—Motorists (London), Ltd., are immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station. 10703 Tudor 2301-2.

Austin A70 & A90

CAR MART, Ltd.
SEE advertisement on page 27. 10979

TOM GARNER, Ltd., offer:-
1950 Austin A70 Hampshire saloon, brown with beige leather, radio, heater, sun roof, 2,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Backfiars 5265-6. 18017

HA. SAUNDERS, Ltd., offer:-
1949 Austin A70 saloon, green with beige leather, radio, heater, sun roof, 100% condition. 1950

HA. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100yds north of Tally Ho! Corner), Hillside 0024.

AUSTIN A70 de luxe saloon, heater, spotlight, radio, black, mileage 8,000; £1125.—Val. 2191. (19190)

1949 Austin A70 saloon, unquestionable condition, black, heater, radio, heater, sun roof, 100% condition. (Winchester), Ltd. Tel. 4545-5306.

1949 (Aug.) Austin A70 Hampshire saloon, black, brown leather, sliding roof, built-in radio and heater, 100% condition. 1950

MCKINNON MOTORS, Ltd., Langham House 3, Stamford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 1077. (1977)

1950 Austin 16, Austin Hampshire saloon, black, over owner, genuine mileage 7,800; £1,550.—Palmore Bros., High Rd., Loughton, Essex. Tel. 677-7320.

1949 Austin A90 Austin convertible coupe, red, 100%, leather, radio, heater, sun roof, 9,000 miles. £1,250. (19003)

1950 A70 saloon, guaranteed mileage 8,000, faultless condition. £1,255.—R. Morris, Ltd., 42, Queen St., Maidenhead, Berks. Tel. Maidenhead 2642. (9217)

ASINGULAR opportunity—1950 (ex-Covenant) A70 saloon, guaranteed mileage 8,000, faultless, 3 weeks in summer only; £1,375.—Stanley Goffe & Co., Onslow St., Guildford. Telephone 21184.

1950 (Jan.) Austin A90 convertible coupe, power-operated hood, red, beige leather, radio and heater, 7,000 miles, £1,385.—R. Morris, Ltd., 42, Queen St., Maidenhead, Berks. Tel. Maidenhead 2642. (9217)

Austin A70 and A90 Cars Wanted
WANTED Austin A70, covenant free, low mileage, no dealers. J. Chapman, 6, Green Park, Cambridge, Cambs. 18971

HA. SAUNDERS, Ltd., require used Austin A70 & A90. Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. (10964)

AUSTIN A70 and A90 Cars Wanted
H. A. SAUNDERS, Ltd., require used Austin A70 & A90. Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. (10964)

AUSTIN A18 Austin 18 York 7-passenger, exceptional choice of 8. 6-7 Warren St., W.1. (17394)

AUSTIN 18 Gordon 7-passenger saloon, with division, 100%, leather, radio, heater, sun roof, 10,000 miles. £1,250. (1917)

ARCHEE SIMONS & Co., Ltd., 1928 Austin 18hp Iver 7-passenger limousine, face-forward seats, privately owned, immaculate; £775-94. (9217)

AUSTIN 18 1950 Iver 7-passenger saloon, face-forward seats, one private owner—R. C. Mortimer, 253 Kensal Rd., London, W.10. Ladroke 3155. (19363)

AUSTIN Limousine (3) first registered 1937, for sale owing to purchase of larger vehicle; £250. (19363)

AUSTIN Limousine (3) first registered 1937, for sale owing to purchase of larger vehicle; £250. (19363)

NAYLOR, 1950 Mayfair, 1800cc. Blue, blue super condition throughout, any trial; £525. 3 months guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms, £100 down payment, £100 per month, £100 deposit. Batt. 5272, open each week-day including Saturday. 19267

A&**S** offer quality carriages—not cheap and doubtful variety) inspection invited.—REEVES, Seater saloons also partitioned Limousines, black, certified mechanical. Seen—leather, etc.

ALPES & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square, Mayfair 2941. (10908)

Austin Eighteen Cars Wanted

CHEMIST, 1950 Austin 18. Tel. 2122. (10956)

WANTED, Austin 18hp Limousine '38-'39, partition, wide partition, etc., Nicholls, 69, Broad Lane, Coventry. (10956)

ROYAL SMITH'S, the Austin 18 buyers—Hampstead High St. (Hampstead Tube). 19261

MODERN 7-passenger required, good order essential. Court, Grosvenor Square, Mayfair 2941. (7274)

AUSTIN TWENTY limousine, recently reconditioned and re-sprayed, black, leather, heater, sun roof, £100. (9119)

LIMOUSINES 1936/37 '38 Mayfair, partition, wide partitions, leather, black, exceptional selection. Seen—

LPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square, Mayfair 2941. (10901)

Austin Twenty Cars Wanted

ROYAL SMITH'S, the Austin 20 buyers—Hampstead High St. (Hampstead Tube). 19261

7-SEATER Limousines 1937/38—also 289—details please. Alpes & Saunders, Providence Court, Grosvenor Square, Mayfair 2941. (19775)

CAR MART, Ltd.

SEE advertisement on page 27. 10900

TOM GARNER, Ltd., offer:-

1950 series Austin A125 Sheerline saloon, black with brown leather, 5,000 miles only. (19016)

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 5265-6. (19016)

BOOKLANDS for individuality.

1949 Austin Sheerline, grey, grey leather, fitted immaculate throughout. 103, New Bond St., London, W.1. Mayfair 0351-16. (19016)

PHILIP RICKARDS, Ltd., offer:-

1949 Austin Sheerline, grey/grey, 8,000 miles, unbroken, 4dr. 1949. (19016)

GORDON CARS (LONDON), Ltd., 1949 Austin Sheerline saloon, black, 9,000 miles. Below.

1949 Austin Sheerline, grey, 9,000 miles. Gordon House, 197, Euston Rd., N.W.1. Euston 6611. (19105)

1949 (September) Austin Sheerline saloon, 15,000 miles, unmarked throughout, one owner, unrepeatable mileage. £650. (19016)

AZ. MOTORS, Palmerston Rd., N.W.8. Tel. Mai. 4723. (10963)

GOLDERS Green, H. A. Saunders, Ltd., Golders Green, 1949 Austin Sheerline S.R. saloon, grey, radio, 9,000 miles. (19016)

6400 miles, 1949 (Aug.) Austin A125 Sheerline saloon, grey. Ernest Austin, Cleve Hill 95 (Cheltenham). (Trade inquiries only, please.) (9266)

1949 Austin Sheerline saloon, black, fawn leather, radio, heater, sun roof, 5,000 miles. (19016)

1949 Austin Sheerline, black, biscuit upholstery radio, 11,000 miles. British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. (19016)

1949 Austin Sheerline, 10,000 miles, grey, immaculate, £1,675.—Clayton's Cars, London, 1949. (19016)

1949 Austin Sheerline, 10,000 miles, grey, immaculate, £1,675.—Clayton's Cars, London, 1949. (19016)

KENNY gear suitable 7, 10hp, etc.; reconditioned exchange gearboxes; repairing gearboxes. Tel. Frazer, 10, Winchmore Hill, N.W.8. Tel. 2647. (10196)

AUSTIN 7 owners—Take advantage of our comprehensive stock of spare parts and replacement units. Price lists on application.—Fairley's, Austin Seven specialists, 2, Euston Road, N.W.1. Tel. 2670. (10265)

AUSTIN A125 and A135
(Sept.) Austin Sheerline, finished in black with black head, grey, leather, fitted headrests and radio, very carefully maintained by one fastidious owner; £2,125. terms, exchanges.

MASON BROTHERS (Motor Showrooms), 151-153, Fitzwilliam St., off The Moor, Sheffield, 1. Tel. 24697. (10907)

Austin A125 and A135 Cars Wanted

CHEMIST, THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars, Euston 1212. (10954)

BRITISH & COLONIAL MOTORS, Ltd., require good Austin Sheerline cars.—Upper St. Martin's Lane, W.C.2. Tel. 3558. (10979)

AUSTIN TWENTY-FOUR

AUSTIN 24 registered first 1937 for sale owing to reduction of household expenses. £2,000. Tel. 24754. (1934)

AUSTIN TWENTY-EIGHT

LIMOUSINE 1935/36, Randagh, partition, widest occasional, 10,000 miles, black, exceptional opportunity, reasonable. Seen—

LPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square, Mayfair 2941. (10911)

AUSTIN MISCELLANEOUS

REgional Distributors

HIRE car and limousine specialists

WRITE for details and location of cars to

SALES Dept., 45, South Audley St., London, W.1. (10958)

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines, 100% new, 100% used cars available subject to three months' written guarantee.—19, King St., W.1. Tel. 4801-3. (10734)

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers—Hampstead High St. (Hampstead Tube). Ham 6041. (10926)

C G. NORMAN & Co.

AUTHORIZED Austin retailers are buyers of low-mileage Austin cars of any horse-power. 19, King St., W.1. Tel. 24767. (10622)

Authorized Austin urgently required.

MANOR CIRCUS MOTORS Ltd., Beacon Services Station, Lower Mortlake Rd., Richmond. (10657)

RAWLINGS Bros., Ltd., 87a, Cromwell Rd., S.W.7. Tel. 3883-4. (10416)

AUTOMATIC AUTOMOBILES, Ltd., The Austin distributor, urgently require late type Austin. Tel. Leybridge 233. (10616)

JACK OLDFIELD, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first class condition. Mayfair 5242. (10812)

APROACH us first before disposing of your Austin car.—Tanksard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Tel. 4801-2-3. (10792)

We are cash buyers of all Austin post-war models. London, N.W.1. Euston 353-355. (10138)

1938 Austin 10 or 12 required, must be clean and genuine, mileage stated.—Wilsons, Ltd., S.W.9. Brixton 4010. (10515)

Austin Spares and Service

NORMAND LTD.

MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 405, 9, King St., W.1. Tel. 3665. (10225)

V. G. NOEMAN & Co.

AUTHORIZED Austin retailers.

SPARKE parts and components in stock—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

THE CAR MART, Ltd.

LONDON Distributors, spare parts for all models, cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., W.8. Tel. 5800-1. (10135)

EALING, W.5. (Kings 5717). (10160)

If it's Austin spares, try Sands, the Austin People. Burnham Bucks 84. (10625)

FOR Austin mudguards, running boards, 1931-39, Brooks, 5 and 6. Frederick Place, Brighton. (10382)

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 8-11, Balham High Rd., S.W.17. (10604)

AUSTIN 7 spares, any year, any part, largest stocks in U.K. exchange units.—Try Northwood's 8-1. (10624)

ROCKHURST GARAGE—Harrow agents for Austin spares, service, spares, reconditioned units.—Uxbridge Rd., Harrow, Middlesex. Tel. Grimsthorpe 561. (10203)

KNN gear suitable 7, 10hp, etc.; reconditioned exchange gearboxes; repairing gearboxes. Tel. Frazer, 10, Winchmore Hill, N.W.8. Tel. 2647. (10196)

AUSTIN 7 owners—Take advantage of our comprehensive stock of spare parts and replacement units. Price lists on application.—Fairley's, Austin Seven specialists, 2, Euston Rd., Tel. 2670. (10265)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Spares and Service

AUSTIN spares and service—South London for Austin car and commercial vehicle parts; new and replacement units from stock; free delivery many areas. **AUSTIN MOTOR WORKS, Ltd.**, 59, High St., W.19. Wim 0123. (0414)

PRYNN & STEVENS, Ltd., the South London Austin depot full range of parts and units in stock, exchange engines, gear boxes, pumps, clutches, carburetors, etc. **PRYNN & STEVENS, Ltd.**, 27, Acme Lane, S.W.2. Brixton 1155. (10184)

BENTLEY (3½ & 4½-litre)**J**
B**JACK BARCLAY, LIMITED.**

LARGEST Official Retailer of Rolls-Royce and Bentley. Stock List of new models on request. **12-13**, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. (10067)

H
H**HOPFMANN'S GARAGE, LTD.****H**
UDDERSFIELD RD.**H**
ALIFAX.

GREAT Britain's leading specialists in Rolls-Royce and Bentley cars.

PROUD members of the Swain Group.

ANATIONAL motoring organization.

1948 Bentley Mark VI standard saloon by Bentley Motors, ref. H.5426.

1939 Bentley 4½-litre sports saloon by Rippon Bros., ref. H.5319.

1938 Bentley 4½-litre sports saloon by Park Ward; ref. H.5566.

1936 Bentley 4½-litre drop head coupe by Park

LL cars carry our unique six months' guarantee; please write or tel. for details to:—
HOPFMANN'S GARAGE, LTD.

H
UDDERSFIELD RD.**H**
ALIFAX, Yorks.**T**
EL. Halifax 5944.

(10875)

F
FOX.

OFFER the following from their specially selected stock:
Park Ward sports saloon 3½-litre Bentley chassis, black, brown leather. £1,550.

1934 FOX & Co., Ltd., 5, St. Burlington Gardens, Old Bond St., W.1. Tel. Regent 7887.

(18065)

F
IPPON.**R**
IPPON.**R**
IPPON BROS., Ltd.**N**
NORTHERN Bentley Specialists.

1947 Mark VI Standard steel saloon, Tudor grey with blue leather.

1937 Bentley 4½-litre Sports saloon by Thrupp & Maberly, black with blue leather upholstery. 3½-litre 4-door Sports saloon by Park Ward.

FOR further particulars contact the largest Bentley distributor.

IPPON BROS., Ltd., Huddersfield 6340 (5 lines).

CAR MART, LTD.

SEE advertisement on page 27. (10877)

J
JACK OLDING, of Mayfair.**O**
FFICIAL Rolls-Royce and Bentley retailers.**O**
FFER:—

1949 (Oct.) Mark VI Bentley standard saloon, pearl grey with blue leather. 28,000 miles, immaculate.

1949 (July) Mark VI Bentley standard saloon, black with beige leather. 12,000 miles.

1947 (Oct.) Mark VI Bentley standard saloon, 2 shades of grey, grey, either. 51,000 miles.

1949 (Aug.) Young, dark green, beige leather. 14,000 miles.

1948 Mark VI Bentley 2-door saloon by Young, blue with beige leather. 25,000 miles.

1936 (Oct.) 4½-litre Bentley saloon by Mann Egerton metallic blue with beige leather. £2,000. (10545)

1936 (Oct.) 4½-litre Bentley saloon by Park Ward. £1,500.

DELIVERY of new and used cars quoted on application.

AUDLEY HOUSE.

NORTH Audley St., W.1. Mayfair 5242. (10547)

D
ICKS CAR SALES offer:—

1938 Bentley 4½-litre sports saloon, 50,000 miles only.

1938 Bentley history, really superb car; £1,950.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale, N.W.9. (10523)

HAROLD RADFORD & CO. Ltd.

INVITE you to call and inspect their unique selection of cars.

HAROLD RADFORD & CO. Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 5642 (5 lines)

GUY SALMON AUTOMOBILES offr:—

1949 Bentley Mark VI saloon, 16,000 miles. fitted special chrome wheel discs, colour duo grey; £2,750. Portsmouth Rd. Thames Ditton. Esherbrook 5531-8-8.

(10544)

BENTLEY (3½ & 4½-litre)**COCOMBS & SONS (GUILDFORD), Ltd., offer:—**

1935 Bentley 3½-litre 2-door sports saloon by Park Ward; 20,000 miles. £1,500.

COCOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62307-8-9. (10540)

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.,

OFFER the following:—

1937 Bentley 4½-litre drop head coupe by Park

Ward. Any trial or examination.

1935 (Feb.) Bentley 3½-litre drop head coupe by Park Ward. Any trial or examination. 47, Sloane St., S.W.1. Tel. Sloane 5285.

ACE SERVICE STATION (LONDON), Ltd., offer:—

1934 Bentley 4-door Park Ward saloon, black with blue leather. splendid condition throughout.

1935 Circular Rd., Stonebridge Park, N.W.10. N. Edgar 5585 (5 lines). (10535)

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BRISTOL

A NTHONY CROOK.—Bristol all models including type 401 4½-seater on view, also Bristol 400 saloon; used models available, including 1950 type 400, one owner, £1,150. Tel. 2232-3. Write for details. Advantages of dealing with leading distributor will be obvious.—Town End, Caterham Hill, Surrey. Tel. 2232-3 [5878]

Bristol Cars Wanted

J H. BARTLETT.—The Bristol buyers.—27a, Pembroke Villas, W.11. Baywater 0523. [5245]

F. N. LTD. will purchase or accept in exchange Bristol cars.—Falcon Works, London Rd., Isleworth, Middlesex.

SEVERAL used Bristol cars wanted, immediate cash payment for car, which will pass through vigorous but fair tests as to condition in our service department.—Anthony Crook Motors, Ltd., leading distributor of Bristol Cars, Caterham Hill, Surrey. Tel. Caterham 2232-3. [1979]

Bristol Spares and Services

UM LTD. UNIVERSITY MOTORS Ltd., Bristol distributors, 7, Hartford St., Mayfair, W.1. Grosvenor 4141. [1001]

BROUGH SUPERIOR

1936 Brough Superior d.b. coupe, ex. con., new tyres, front and rear, £1,000.—Black & Smith, Dome Garage, Great West Rd., Brentford. Ealing 2271. [1970]

B.S.A.

325 c.c.—B.S.A. Scout 1939 10hp Series 6 2-seater, exchange—Rowland Smith, below.

265 c.c.—B.S.A. Scout (May 1938) 10hp Series 5 265 sports coupe, black, sliding top, leather, good tyres, front and rear, £1,000.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5472]

1940 B.S.A. 2-seater, finished in black, spare wheel cover, nice condition, £200.—Grove Garage & Motors, 522, Fore St., Edmonton, N.9. Tel. 4162.

1936 B.S.A. 12hp sports fixed head coupe, black, bodywork and interior immaculate, a very attractive car which is a specimen of its kind.—E. S. E. 2265.—M.R. Motors, 536, New Cross Rd., London, S.E. 16. Tideway 3779. [1940]

B.S.A. Cars Wanted

ROWLAND SMITH'S the B.S.A. buyers—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying B.S.A.s and have unlimited cash available.—Raymond Way, Kilburn, N.W. 9. Maida Vale 6044 (10 lines). [1939]

B.S.A. Spares and Services

BASIL ROY, LTD.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt Portland St., W.1. Lancashire 7755. [10144]

SPARES parts for 10hp and 12.6 fluid flywheel model.—A. L. Motors, Pase, Clapham, S.W.4. Maclaren 4199 and 6252-3. [1961]

BUGATTI

BROWN for Bugatti.—FIRST registered 1937. Bugatti type 43 supercharged 2.3 litre, 2-4 litre, s.c. two seats, in two tones 27,000 miles, £1,000.—Tel. Finsbury 4769.

CONTINENTAL CARS, LTD., Portsmouth Rd., Send, Surrey. Ripley 3122. [1979]

£435—Type 49 Bugatti, luxurious 4-5 seater coupe, in faultless condition, 85 mph at 20 mpg.—Box 880. [1941]

Bugatti Spares and Services

J LEMON BURTON, Bugatti service, 55, Netherwood St., N.W.6. Maida Vale 1531. [10071]

BUICK

DICKS CAR SALES offer.—

1939 Buick 15hp drop head four-seater coupe, fitted radio, standard body, £295.

DICKS CAR SALES, LTD.—385-401, High Rd., Kilburn, Maida Vale 6088-9. [1952]

SIMPSON'S MOTORS, offere—

1937 Buick phaeton drop head, £350.—**S**IMPSON'S MOTORS (WEMBLEY), LTD. (American Car Specialist), Wembley 3903. [1979]

JOE THOMPSON (MOTORS), LTD. offers—

1948 Buick 31 super saloon, right-hand drive, colour black, fitted radio, very low mileage: £2,500.

JOE THOMPSON (MOTORS), LTD., 27, Fulham Rd., South Kensington (next to Michelin's), Ken. 4856. [1950]

£375—1937 Buick saloon, sun roof, 30.6hp

£175—1935 model 2-door sedan, excellent condition, 28.2hp; hire purchase terms and exchanges.—Monahans Motors, 594, London Rd., Thornton Heath 5081. [1960]

1937 Buick Viceroy saloon, radio, excellent.—**B**UY ALFREDS & CO., LTD., 6-7, Warren St., W.1. Euston 2368. [2943]

1939 Buick Century model, in excellent condition, black, grey cloth, interior.—**WOODHEAD'S GARAGE**, BLACKPOOL, Tel. 4245. [1950]

1950 Buick type 45 4-door streamline saloon, 1,500 miles as new from £8,550.—J. P. Crawley, Western 6075. [1950]

BUICK

LIMOBOINES—Roomy 8-seaters, not ex-hire, from £450.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [1970]

BUICK 15hp Viceroy saloon, July, 1940, radio, heater, £595.—Vidar 43, Crawford St., W.1. Pad. 4915. [1954]

1939 Buick 15hp saloon, black, steering column gear change, in most original condition, one owner since new; car history available from the English owner.—Tele. 2232-3.

E650.—Bella Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. [1954]

A & S display exceptional range Buick Limousines, & S certified mechanically, reasonable cost.

LIMOBOINES, black, partition, occasional.

LIMOBOINES 1938 Pullman, conditioned, widest occasions, black, immaculate. £395.

A & S provide all types of limousines; Lists posted.—**A** Providence Court, Grosvenor Square, Mayfair 2941. [1954]

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), LTD., wish to purchase all models Buick. Wembley 3903. [1001]

GUY GALWAY, LTD., 21, Farm St., Berkswell Sq. (Grosvenor 4747), urgently desire to purchase modern American cars.

LIMOBOINES 1938 15hp, partition, widest occasions, black, immaculate. £395.

A & S provide all types of limousines; Lists posted.—**A** Providence Court, Grosvenor Square, Mayfair 2941. [1954]

Buick Spares and Services

BUICK sole concessionaires, Lendrum & Hartman Ltd., Buck Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [10141]

CADILLAC

BROWN for Cadillac.

1936 Cadillac limousine 7-seater, face forward occasional, leather front, Bedford cord rear, winding park, £1,000.—Tele. 2232-3.

GARAGE, Loughborough (Essex) 4119. (Tube) 10665. [1954]

JOHN THOMPSON (MOTORS), LTD., offers—

1939 Cadillac 60 special Fleetwood saloon, colour black, fitted radio, £1,000.

JOHN THOMPSON (MOTORS), LTD., 27, Fulham Rd., South Kensington (next to Michelin's), Ken. 4856. [1950]

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), LTD., wish to purchase all models Cadillac. Wembley 3903. [1005]

ROX, GALWAY, LTD., 21, Farm St., Berkswell Sq. (Grosvenor 4747), urgently desire to purchase modern American cars.

SOLES concessionaires Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms, Buck House, Albermarle St., London, W.1. Regent 7121. [10004]

Cadillac Spares and Services

CADILLAC 15hp, 20hp, 25hp, 30hp, Lendrum & Hartman Ltd., Buck Works, Old Oak Lane, Willesden Junction, N.W.12. Tel. Elgar 7911. [1012]

Cadillac Motors Wanted

CADILLAC 15hp, 20hp, 25hp, 30hp, Lendrum & Hartman Ltd., Buck Works, Old Oak Lane, Willesden Junction, N.W.12. Tel. Elgar 7911. [1012]

Chevrolet Cars Wanted

WANTED, Chrysler Croydon Airflow '34-'35; lowest price.—Box 8075. [1929]

SIMPSON'S MOTORS (WEMBLEY), LTD., wish to purchase all models Chrysler. Wembley 3903. [10067]

RODD AND SMITH'S the Chrysler buyers—Hampstead High St. (Hampstead Tube). Ham. 6041.

CAMDEN immediately for good Chrysler—H. F. Edwards, 154, Gt Titchfield St., W.1. Langham 0012. [1959]

Chevrolet Cars Wanted

FIRST-CLASS Chrysler cars urgently wanted—Brown & White (Leeds), Ltd., Roundhay Rd., Leeds, 7, Tel. 43405. [19567]

7-SEATERS 1937, 58, 59 Royal-Wimbledon-Dodge, privately owned Limousine.—Ade, Prov. Court, Grosvenor Square, Mayfair 2941. [19567]

UTO SALES (LONDON), LTD. Chrysler agents, will purchase all types of Chrysler cars.—50,000 miles, Belize Rd., Swiss Cottage, N.W.3. M655. [10643]

COWLEY MOTORS urgently require all models Chrysler—Cowley Motors, American Automobile Association, 175, Cranbrook Rd., Ilford, Essex. Tel. Va-cause 1066. [10174]

Chrysler Spares and Services

CHRYSLER Specialists, repairs, spares exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234.

CITROËN

WIMBUSH for Citroëns.

1947 (Jan.) Citroën light 15 saloon, grey with red upholstery, superb condition. £250.

RWHITE & WILSON, LTD., 312, Earls Court Rd., London, S.W.5. Fremantle 5401. [1959]

Chevrolet Spares and Service

CHEVROLET spares and repairs, for private vehicles only; distributors for London and Home Counties—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.1. Tel. 3588. [1968]

CHRYSLER

DICKS CAR SALES offer.—

1939 Chrysler Wimbledon saloon, fitted radio, £225. [1928]

1937 Chrysler 24hp saloon, radio, fine order throughout. £325. [1937]

DICKS CAR SALES, LTD.—385-401, High Rd., Kilburn, Maida Vale 6088-9. [1952]

SIMPSON'S MOTORS offer.—

1949 (first registered) Chrysler Royal, genuine leather, excellent condition. £1,000.

SIMPSON'S MOTORS (WEMBLEY), LTD., Car Specialist, Wembley 3903. [1954]

CASS MOTOR MART.—1938 Chrysler 24hp saloon, leather, excellent, written guarantee. 5.—Warren St., W.1. Euston 4110. [1969]

1949 (first registered) Chrysler 24hp Special Roadster, £1,000.

CHEVROLET spares and repairs, for private vehicles only; distributor for London and Home Counties—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.1. Tel. 3588. [1968]

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1949 (first registered) Chrysler 24hp Special Roadster, £1,000.

CHEVROLET spares and repairs, for private vehicles only; distributor for London and Home Counties—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.1. Tel. 3588. [1968]

1949 (first registered) Chrysler Royal, genuine leather, excellent condition. £1,000.

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

- CITROEN**
- A CE SERVICE STATION (LONDON), Ltd., the Citroen specialists offer:-
1950 Citroen Light 15 saloon, maroon with red hide.
1949 Citroen Light 15 saloon, grey with maroon hide.
1949 Citroen Light 15 saloon, black with red hide.
1946 Citroen Light 15 saloon, black with fawn hide.
 NORTH Circular Rd., Stonebridge Park, N.W.10.
 Euston 5565 15 lines.
- WORTHING MOTORS** Co. Ltd., for Citroen spares and service. Tel. Worthing 71. (5589)
- £825** 1947 15hp Citroen saloon, black/brown—
 2½-litre engine—Box 5996. (7523)
- CITROEN** Light 15, 1939, new engine 1948, perfect condition all round—£525.—Corribit & Taylor, 22 Conduit Mews, W.1. (8163)
- CITROEN Light Fifteen. March 1945, maroon with red leather, Masterdrive, twin Nardi lamps, 18,000 miles, four new tyres; offers—Box 5996. (5527)
- 1938** Citroen 12hp saloon, complete engine overhauled, new body and tyres, excellent condition throughout—£350.—Box 5996. (5521)
- 1947** (May) Citroen Light 15 saloon, black, chromed, red leather, low mileage, absolute masterpiece, fitted with genuine accessories.—H. F. Edwards, 154, Gt. Titchfield St., W.1. (9411)
- Citroen Cars Wanted**
- C. G. NORMAN Co.
- CITROEN Sole Distributors for the County of London.
- B OWNERS of low-mileage Citroen cars—46-59, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.
- A CE SERVICE STATION (LONDON), Ltd.
- T HE Citroen distributors are anxious to purchase Citroen Light 15 and 6-cylinder cars.—North Circular Rd., Stonebridge Park, N.W.10. 5565 (5 lines).
- J OHN S. TRUSCOTT, Ltd., urgently require Citroens.
- E XCEPTIONAL prices offered for low mileage really well-kept examples.—173, Westbourne Grove, W.11. Bay, 4274. (5274)
- URGENTLY required by private buyer, 1947/8 Citroen Light 15 saloon.—Box 5981. (5295)
- H. W. MOTORS, Ltd., always require first-class Citroens.—Tel. Walton-on-Thames 783 and 1457.
- O RLAND SMITH'S, the Citroen buyer.—Hampton High St. (Hampstead Tube). Hounslow 6041.
- P OST-WAR Citroen required, cash payment.—Morley, 53, Streatham Hill, S.W.2. Tulse Hill 4466. (1055)
- CASH immediately for good Citroen.—
 C. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. (9401)
- A. FREEMAN, Ltd., Greenford Garage, require 1949-50 Citroen Light 15.—Burnage Lane, Manchester 19. Tel. 2074-5. (10577)
- K ENTISH & THOMSON, Ltd., urgently require good post-war Citroen cars—564-566, Wickham Rd., Shirley, Croydon. Springfield 377-8. (1953)
- 1950** Citroen Light 15 or 21 wanted by technical condition, any colour. Details to Rosenfelder, 2, Vaughan Gdns., Ilford, Essex. Tel. Valentine 1577. (19100)
- Citroen Spares and Service**
- C. G. NORMAN & Co.
- CITROEN sole distributor for the County of London. Citroen spares and service.—50, Vauxhall Bridge Rd., S.W.1. Victoria 2211.
- SOUTH of the Thames
- BALES of Croydon—Distributors and specialists for over 25 years. Tel. Croydon 5131-2. (10187)
- B RING your used cars to the Citroen specialists; we will re-evaluate as new. Tel. Salford 8-6. Grams. Truble.
- W IDCOMBE GARAGES, Ltd., Putney Rd., Battersea.—Citroen spares, reconditioned drive trains 45 hr service.—Box 5983. (7523)
- C ITROEN specialists, breakdown service, exchange car, wear box fitted 24 hours.—Lorraine Garage, Elvaston Mews, S. Kensington S.W.7. Western 6974
- C ITROEN—We are distributors for N.W. Kent and C. specialise in reconditioning these cars, front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Beckenham 723. (10746)
- GROSSLEY**
- 1937** Crossley 3½-litre sports 4-door saloon, one owner, 35,000 miles only, exceptional car.—£525.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. (7724)
- DAIMLER**
- O VERSEAS CARS, Ltd.
- 1948** 2½-litre Daimler saloon, black, green leather, rear covers, mileage 9,143, £1,755.
- O VERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. (10524)
- B ROKLANDS for individuality.
- 1946** Daimler 2½-litre saloon, black, blue leather, owner on exceptional condition—£1,000.
- 103** Daimler 8hp saloon, black, £1,000.
- 1937** Daimler K20 sports saloon de luxe; £495.
- G ERGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466.
- DAIMLER**
- CHARLES FOLLETT, Ltd., offer:-
1947 Daimler saloon, grey, red leather, 26,000 miles, radio, very carefully maintained. £1,575.
- 18** Berkeley St., W.1. May 6266.
- SERVICE Works & Stores, 12, Wellesley Ave., W.6. Riv. 1413.
- STRATSTONE, Ltd., Daimler specialists.
- DAIMLER 2½-litre saloon (1949), black with brown leather, radio, heater and demister, low mileage, excellent condition—£1,150.
- DAIMLER 2½-litre saloon (1948), blue with blue leather, radio, heater and demister, most attractive—£1,150.
- DAIMLER 2½-litre saloon (1946), black with green leather, chauffeur maintained, in outstanding order—£1,195.
- DAIMLER 2½-litre limousine (1939), black with leather throughout, carefully maintained—£895.
- DAIMLER 4½-litre limousine (1936), black, a large leather saloon, ideal for hire work, good condition throughout—£895.
- STRATSTONE, 40, Berkeley St., W.1. (Fayra 4404). Services, Heronwood St. Russell Square, W.1. (Terminus 7464).
- 1948** Daimler 2½-litre saloon, blue and blue leather, 13,250 miles, chauffeur driven—Box 8070. (9294)
- 1946** Daimler 2½-litre, excellent condition throughout, black/brown leather, heater and radio—£1,000.
- CONTINENTAL CARS, Ltd., Portmasham Rd., Send, Surrey. Ripley 3122. (8977)
- C ASSIS MOTOR MART.—1939 Daimler 2½-litre saloon, black, genuine 42,000 miles, superb, written guarantees—5, Warren St., W.1. Euston 4110. (9180)
- S PIRKES (BIRMINGHAM), Ltd., engaged exclusively in the distribution of Daimler and Lancashire vehicles. Consult us when buying or selling; all spares and every service.
- DAIMLER House, Bournemouth. Tel. 5405. (10544)
- 1950** Daimler 2½-litre saloon, black, radio, heater, 3,000 miles only; £1,950.—Park Garage (Moseley), Ltd., Hampton Court Way, Moseley, Tel. 2074-5. (19371)
- DAIMLER 4½-litre limousine by Young (first registered Oct. 1946), black with brown interior, low mileage—Tice & Son, Ltd., Bournmouth. Tel. Winton 2000. (8745)
- 595 s.—Daimler 1939 2½-litre de luxe 4-door saloon, black, fine blue leather, pre-selector, good tyres, very good condition, terms, exchanges—Rowland Smith, below.—
 1950 s.—Daimler 1934 model, Tickford four-door saloon, black, heater, radio, 2½-litre, pre-selector, pre-excellence, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—H. H. Smith, H. H. Smith, Ltd., Hampton (Hampstead Tube). Hounslow 6041. (19471)
- 1949** 2½-litre Daimler 4-seater coupe by Barker, grey, red leather, radio and heater, immaculate, 5,000 miles—Sidney Marcus, Ltd., 16591, Stamford St., W.1. Tel. Sloane 3557-6970. (16591)
- DAIMLER DB12 2½-litre saloon, black, radio, heater, one driver, immaculate condition, cost over £1,750 or near offer—Tel. Arn. 2246. (2535)
- GORDON CARS (LONDON), Ltd., 1949 Daimler 2½-litre saloon, grey/red leather, H.M.V. radio, heater and demister, 17,000 miles, excellent condition throughout—Gordon House, 375, Euston Rd., N.W.1. Euston 2246. (19108)
- OFFERS invited for 24hp type EL.24 1938 seven-seater Daimler car, 2½-litre, 1938, 2½-litre, 1939, Charlesworth saloon body, immaculate condition, chauffeur-driven, periodical servicing by Daimler, mileage 24,000, jacked-up during war—Box 6052. (19351)
- LIMOUSINE 1936-37/1933 2½-litre, partition, widest occasions, superlative condition, black, exceptional selection.
- A LVE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square, Mayfair 2941.
- Daimler Cars Wanted**
- C
- M
- T HE CAR MART, Ltd., wish to purchase Daimler 150, 180, 2½-litre, W.C.2. (10599)
- R OHLAND SMITH'S the Dealer by appointment, High St. (Hampstead Tube). Hounslow 6041. (10532)
- R IISH & COLONIAL MOTORS, Ltd., require good Daimler cars.—Upper St. Martin's Lane, W.C.2. Tel. 5588. (19071)
- D AIMLER wanted, 2½-litre type limousine; state full particulars.—Finsland's, Ltd., 215, Wilmslow Rd., Rushmore, Manchester. Hulme 2594. (10403)
- L IMOUSINE modern 2½-litre, also 8-cyl.-32, urgently required, must be available at short notice.—A. L. & Saunders Providence Court, Grosvenor Square, Mayfair 2941. (12727)
- Daimler Spares and Services**
- A RCOT MOTORS, Ltd.
- A RCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs—169, Fulham Rd., S.W.3. (10236)
- Daimler Spares and Service**
- G EAR boxes, H. & A. components, 25, Grant Rd., Addiscombe Tel. Add. 2051. (10145)
- D AIMLER specialist for 35 years, guaranteed repairs and maintenance.—J. B. Tunstall, 50, Wilton Stow S.W.1. Sloane 4010. (10176)
- C ROYDON—Donald Vince & Co., Ltd., Daimler and Lancastrian specialists, for sales and service.—Kidderminster Rd., Croydon 5775. (10688)
- D AIMLER 2½-litre saloon—spares—Large stocks of gaskets, etc., for the Daimler sleeve valve series—Alton Victoria Rile, Clapham S.W.4. Macmillan 4199 and 6252-3.
- Delage Spares and Service**
- S ELBORNE (MAYFAIR), Ltd., (Incorporating Selborne Motors, Ltd., established 1926). R.A.F. repair and parts for Delage.
- SOLE concessionaires for Great Britain, etc.
- H EAD office, 82, Park St., W.1.
- WE buy, sell and repair Delages—Marlborough Garage, Abbey Rd., St. John's Wood, N.W.8. Mat. 0267.
- Delahaye**
- K EVILL-DAVIES & MARCH, Ltd.
- 1937** Delahaye 27hp 2-door saloon, black.
- 41** Hay's Mews, Berkeley Sq., W.1. Tel. 7713
- Delahaye Cars Wanted**
- C HIPSTED MOTORS, Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3, are keen buyers of late model. Fixman 0052. (1037)
- Delahaye Spares and Services**
- S ELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926). COLES concessionaires for the famous Delahaye cars. U.S.A. and other overseas enquiries invited.
- H EAD Office: Regional House, 82, Park St., W.1. (10560)
- Da Soho wants**
- C OWLEY MOTORS, Ltd., recently acquire all makes of Da Soho—Cavendish Motor, American Automobil Specialists, 473, Cranbrook Rd., Ilford, Essex. Valentine 1056. (19173)
- Dodge Spares and Services**
- S ELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).
- 225** D.K.W. August 1938. The saloon, black and red, rare early model, very good condition, terms, exchanges, list; open 9-7 week-days and Saturday days—Rowland Smith, Hampstead (Hampstead Tube). (19474)
- B D.K.W. GARAGES, Ltd., for super reconditioned cars, 1938-40 models, new crankshafts, Leaded cylinder blocks, £10.10. both items on exchange basis plus packing, etc., repairs and overhauls—M. G. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6377. (10169)
- D.K.W. Spares and Services**
- N EW big-end and main shafts fitted to D.K.W. crankshafts. C. F. SMITH & Co., 85-85, St. John's Hill, Clapham Junction. Barn 0871. (10066)
- Dodge Spares and Services**
- Church Road Eng. Service Co., Ltd. Dodge Distributors, Hadleigh, Essex. Tel. 58474-57127. (10192)
- D ODGE specialists, repairs, spares, exchange engines and service—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. (10568)
- Fiat**
- DICKS CAR SALES offer:-
- 1939** Fiat 500 coupe, very attractive and economical—£350.—
- ICELLES CAR SALES**, Ltd., 585-801, High Rd., Kilburn. Maida Vale 6386-9. (19327)
- CHIPSHAW MOTORS**, Ltd. see our advertisement under sports cars. (17004)
- 1938** Fiat 500, in excellent condition; £225.—Stadium Autos, 178, New Barn St., E.15. 5356. (19418)
- 1938** Fiat 500 saloon, receipt complete overhaul, in really superb condition; £259. 3 mon. h.s. guarantee, terms, exchange—£259. (19428)
- 1937** Fiat 500 d/h coupé, complete engine recondition, loose covers; £250.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2511. (10164)
- FIAT** Fiat 500 cabriolet, 11-2-38, maroon, recent new crankshaft bearings, etc., exchange, tyres, hood and cellulose, 50 m.p.g., taxed; £255.—107, Chertsey Rd., Twickenham. Popesgrove 3541. (10693)
- V. E. BUSCHER**, The Fiat specialists, fully reconditioned and guaranteed models available; only first-class cars—1938-40 models, stock includes 1939 1100 convertible saloon, 1939 500 coupe—53, Holland Rd., W.11. Park 5731. (18517)
- 365** Fiat 500 cabriolet, 11-2-38, maroon, fawn leather, carefully used, excellent condition, terms, exchanges, list; open 9-7 week-days—Rowland Smith, Hampstead (Hampstead Tube). (19432)
- H. H. DICKS**, The Fiat specialists, fully reconditioned, the most reliable Fiat models available; special men produced, enclosed maroon, new ivory soft, Connolly hide upholstery, recently reconditioned and barely used in new side battery, latest twin rear lights, twin Metzlers, £550.—Belgrave 3541.
- 1939** Fiat 500 de luxe cabriolet, completely reconditioned, better than new, maroon, beige leather, bumpers, spare wheel cover, re-chromed; £395.—Derrington 159, London Rd., Kingston 5621-2. (19113)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FIAT 500 late '39, 4 seats, reconditioned engine, clean condition; £325, no dealers.—Bedson, Greenhates, Finsbury, Surrey. Stockwood 2215.

MAYFAIR GARAGES, Ltd., have a comprehensive list of all makes of Fiat, many of them completely reconditioned and all guaranteed; send for descriptive list, particulars of hire purchase and copy of Autocar list. Fiat cars repaired also recommended. Fiat new make, hood, spare wheel, converted plated luggage carriers, new batteries, tyres, etc. Fiat repairs by skilled mechanics.

MAFFIA GARAGES, Ltd., Balderton St. (opp. Selfridges clock), Mayfair, W.I. Mayfair 3104/5. Open 9-6. Sat. 9-12. (1870)

FIAT 500, engine outstanding condition, expertly reconditioned, especially red and yellow cellulose body, clutch, steering, brakes, etc. 100% new leads, distributor, etc.; electric pump, two 12v batteries, fog light, two carburetors, etc. Fiat spares, parts, tools, car improvements without regard cost, obliged sell with regret, not a penny to spend, genuine bargain. £350 net.—Richards, 2a, Mt. Pleasant Poole. (1915)

1939 Fiat 1100 one owner, carefully nursed, dual gear, new, two new, two new lights, radio, fire ext., 2 defrosters, twin Lucas lamps, extra galore. £150.—(1915)

FIAT 500, engine outstanding condition, expertly reconditioned, especially red and yellow cellulose body, clutch, steering, brakes, etc. 100% new leads, distributor, etc.; electric pump, two 12v batteries, fog light, two carburetors, etc. Fiat spares, parts, tools, car improvements without regard cost, obliged sell with regret, not a penny to spend, genuine bargain. £350 net.—Richards, 2a, Mt. Pleasant Poole. (1915)

Fiat Cars Wanted

ROWLAND SMITH'S, the Fiat buyers—Hampton High St. (Hampton Tube). Ham. 6041. (1933)

MAYFAIR GARAGES, Ltd., sell more pre-war Fiats than any firm in the country, so are always ready to buy. Send for details.

MAYFAIR GARAGES, Ltd., also require neglected Fiats for reconditioning; send brief particulars and price required.—(1915)

MAFFIA GARAGES, Ltd., Balderton St. (opposite Selfridges clock), Mayfair, W.I. Mayfair 3104/5. (1915)

FIAT Spares and Service

FIAT 500s genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove W.III. Tel. 1044.

FIAT (ENGLAND) LTD., Water Rd., Wembley, sole licensee for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Ferriels 5661. (1909)

B.D.I. (ENGLAND) LTD., offer exchange engine, fitted same day, own engines reconditioned 7-10 days; new and used engine chassis and body parts.—55, Lowlands Rd., Harrow. Tel. 1818. (1925)

FIAT 500, 1100, 1500, for range of spares, starters, radiators in exchange, spare wheel covers, luggage carriers, supercharged sets. Metric spanners. Send cash deposit or confirmation for 500, £50, £100, complete servicing all models.—Derrington, 159, London Rd., Kingston 5621-2. (1930)

FORD 18 h.p.

PERRY'S OF HARROW HAVE an excellent selection of post-war 18hp saloons available. PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. (1909)

C. P. (BALHAM), Ltd., offer—

205 1936 Ford 8 saloon, privately owned, really excellent condition; a bargain. £250.—(1946)

285 1936 Ford 8 saloon, privately owned, excellent coachwork, any trial, choice of three.—2c, Balham Hill, S.W.12 (100yds Clapham South tube). Batt. 106-8-9. (1946)

1938 (late) Ford 8 2-door saloon, £295.

DOME GARAGES, Great West Rd., Brentford. Ealing 2271.

DAVENHAM MOTORS, Ltd., Ford Main Dealers.

1949 Ford Anglia saloon, black, 6,000 miles; another 7,000 miles.

56 Park Lane, W.I. Regent 4866. (1906)

1939 Ford 8 saloon, blue, especially good chassis; £325.

MAGDALENE MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5575.

FORD Anglia 1939, black, excellent condition, 12,500 miles; best offer over £600.—Box 8072. (1929)

1949 Ford Anglia saloon, 11,000 miles, beige.

1949 Ford 8 saloon, excellent condition mechanically, very good bodywork and interior; £550.

FORD 8 saloon, black, 10,000 miles, £550.—Cricklewood Broadway, N.W.2. Gln. 2234. (1940)

1949 (Nov.) 1 Ford Anglia saloon, 2,800 miles only. AUTOSURGE (Winchester), Ltd., Tel. Winchester 4884-3408. (1904)

£350—1938 Ford 8 sal., black, leather upholstery and trimmings, 5 very good tyres, excellent condition, £350.—Radio good tyres. £100.

M. AKIN & HARRISON (MOTORS), 492-6, High Rd., M. Akin, Chiswick. Chiswick 0559-2619. (1919)

FORD 8 Nov. 1935, new engine recently fitted to chassis, radio good tyres, £100.

1947 Ford Anglia, as new; £505.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.10. Tel. Hendon 1424.

A. RTHUR GOLDING, Ltd., 288-292, Regent St. W.1. Langham 1934-5. 1938-9 Ford Anglia saloons 10,000 miles, all guaranteed; also earlier models. (1957)

1947 Ford black, reconditioned engine, in excellent condition, new loose seat covers, £100.—Bonhill & Sons, Ltd., Nursery Lane, E.7. Grangewood 2304.

1949 Ford Prefect, black/red leather, 6,000 miles, vendor 4772-3.

FORD (8 h.p.)

1938 Ford 8 de luxe saloon, black, in very good condition throughout, any trial; £325. Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. (1757)

1946 Ford 9 Anglia saloon, good tyres, clean and very sound, from £350.—Smith & Hunter, Ltd., 300, Kensington High St., London, W.14. Tel. Western 2312. (1903)

1946 Ford Anglia, Feb. 1949, one owner, mileage only 11,000, regularly serviced and maintained, can only be described as new, any trial or examination £575.—Phoenix Ridge, 1972. (1915)

1938 Ford 8 saloon, black with green upholstery, reconditioned engine recently fitted, body work in excellent condition, 3 months' guarantee; £280.—A. H. & Son, Ltd., 97 Peckham Rd., S.E.5. Rodney 2051. (1956)

TANKARD & SMITH, Ltd., offer 1949 Ford Anglia saloon, in black with brown upholstery, one careful owner, mileage only 11,000, body work in every way, £610; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Phoenix Ridge, 1972. (1915)

Ford Eight Cars Wanted

CASH waiting for good Ford 8 saloon not before 1936.—Tel. Gra. 2550.

REQUIRE post-war Ford 8 urgently—50, Ryecroft Rd., S.W.16. Tulse Hill 1296 (day).

SPORTS & LIGHT CARS

Readers requiring sports and light cars will find a large and varied selection in these columns.

Readers having such cars for disposal should advertise same in "THE AUTOCAR" to ensure immediate results.

"THE AUTOCAR" specialises in small h.p. cars as well as the larger types.

FORD (10 h.p.)

CASH buyers of low mileage Ford 8c, distance no object.—Hartons, Lord St., Southampton. Tel. 2268.

ROWLAND SMITH'S, the Ford 8 buyers—Hampton High St. (Hampton Tube). Ham. 6041. (1933)

1939-1949 Ford 8 saloon urgently required—Balderton France, Ltd., 165a, High Rd., Tottenham, M.15. Tel. 1044 and 0041-254. (1915)

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 8s, and have unlimited cash available—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6034 (10 miles). (1940)

FORD (10 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.10. Tel. Hillside 4444.

1947 Ford Prefect saloon, colour grey, cloth upholstery, mileage 11,000, £75.

1949 Ford Prefect saloon, colour beige, cloth upholstery, mileage 11,000, £75.

1946 Ford Prefect saloon, colour metallic blue, red leather upholstery, £650.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.10. Tel. Hillside 4444. (1934)

PERRY'S OF HARROW HAVE an excellent selection of post-war 10hp saloons available. PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. (1010)

1949 Ford Prefect saloon, green/cloth, 10,600 miles; £775.

1949 Ford Prefect saloon, green/leather, 3,540 miles; £775.

OVERSEAS CARS, Ltd., 287, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. (1932)

DICKS CAR SALES, offer—

1949 Ford 10 saloon, leather upholstery, 5,000 miles; £775.

1949 Dicks Car Sales Ltd., 385-401, High Rd., Kilburn, Maida Vale 6889-9. (1959)

H. A. SAUNDERS, Ltd., offer—

1949 Ford Prefect saloon, green with fawn cloth upholstery, 700 miles; £815.

H. A. SAUNDERS, Ltd., Austin House, High Rd., Northgate (100yds. north of Tally Ho Corner). (1973)

PHILIP RICKARDS, Ltd., offer—

1949 Ford Prefect, black/red leather, 6,000 miles, vendor 4772-3.

FORD (10 h.p.)

FORD (10 h.p.)

WARWICK WRIGHT, Ltd., offer—

1949 Ford Prefect 10hp saloon, black, fawn cloth, 4,000 miles; £775.

1949 Ford Prefect 10hp saloon, suede green, brown, 4,000 miles; £775.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (1956)

LILLIAN TAYLOR MOTORS LTD., offer—

FORD Prefect saloon, cloth upholstery, 1948, £625.

FORD Prefect saloon, cloth upholstery, Sept. 1948; £625.

FORD Prefect saloon, cloth upholstery, March 1949; £785.

FORD Prefect saloon, leather upholstery, July, 1949; £795.

HIGH ST. Wandsworth, S.W.18. Vandike 4433 (1937)

AGENHAM MOTORS, Ltd., Ford main dealers.

FORD Prefect saloon, black, cloth, 800 miles.

FORD Prefect saloon, green, hide, 2,000 miles.

FORD Prefect saloon, black, hide, 3,000 miles.

FORD Prefect saloon, black, hide, 5,000 miles.

FORD Prefect saloon, green, hide, 9,000 miles.

A SELECTION from our comprehensive stock.

56 Park Lane, W.L. Regent 4966. (1908)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer—

FORD Prefect, black, loose covers, low mileage, excellent condition; £755.

MARLBOROUGH WORKS, Kenton, Middlesex. Wordsworth 5656 & 5658. (1939)

FORD Prefect, black, with cloth upholstery.

FORD Prefect, black, brown leather, mileage 12,360, excellent condition; £750.—Pantries Service Garage, London Rd., Quidford 5326. (1938)

FORD Prefect 4-door saloon in beige, one owner, £775.

C. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. (1932)

WALTER SCOTT, Ltd.—1949 Ford Prefect, black, leather, 10,000 miles; £750.

WALTER SCOTT, Ltd.—1935 Ford 10 saloon, black, red leather, very good runner; £125.—Colleges Crescent, Hampstead, N.W.3. (1956)

FORD Prefect 4-door saloon required. Turnbull, Ross House, Station Hill, Winchester. (1933)

FORD 10 Prefect, black, leather upholstery, low mileage, one owner, as new throughout; £795.

FORD 10 saloon, in first-class condition throughout; £750.

FORD 10 Prefect saloon, in really exceptionally fine condition, fitted wheel, engine recently reconditioned, etc.; £750.—Pembrey Motors, High Rd., Wembley. Arnold 5221-2. (1951)

GOLDERS GREEN, H. A. Saunders, Ltd., Golders Green—1949 Ford Prefect saloon, 2,500 miles, one owner, below.

GAUNDRIS, Ltd., Golders Green—1949 Ford Prefect saloon, 15,000 miles. Speedwell 0011. (1948)

1950 Prefect, covenants free 24/1/50, as new, mileage 8,400, accept; £825 or near.—Collins, Western 5313. (1948)

1947 Ford 10 Prefect saloon, good condition, £540. Northways Garage, Swiss Cottage, N.3. Primrose 1127. (1948)

1950 Series Ford 10 Prefect saloon, 6,000 miles, Autowork (Winchester), Ltd., Tel. Winchester 4854-5306. (1950)

1949 (May) Ford Prefect saloon, green, 7,000 miles, W.C.2. Temple Bar 3350. (1944)

A. RTHUR GOLDF, Ltd., 290-292, Regent St. W.1. Llandaff 1934-5—1949 post-war Ford Prefect saloon, leather upholstery, 10,000 miles, all guaranteed. (1957)

1949 Ford Prefect saloon, leather upholstery, 10,000 miles; £775, also 1948 Ford Prefect saloon, leather upholstery, 10,000 miles; £755.

1939 Ford Prefect saloon, 4-door, sliding roof, leather upholstery; £425.

FERRARI (UK) LTD., 200-220, Cricklewood Broadway, N.W.2. Gls. 2234. (1939)

1950 (January) Ford Prefect, guaranteed mileage 7,000, green leather; £785.—Stadt um Autos, 178 New Barnet Rd., E.13. Alb. 3366. (1946)

1949 Ford Prefect, leather upholstery as new; £675.—Barnes Garage, 315, Pinchley Rd., Barnes, N.W.3. Hamm 2221. Mai 1627. (1946)

£375—1938 Ford 10 saloon, black, maroon leather upholstery, reconditioned engine 5 very good tyres, in show room condition. (1949)

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0558-2619. (1916)

1948 Ford 10 saloon, black, leather upholstery, 10,000 miles; £750. (1948)

1948 Ford 10 saloon, black, leather upholstery, 10,000 miles; £750. (1948)

1949 (October) Ford 10 Prefect, beige leather, 4,000 miles; £765.—L. F. Dove, Ltd., 111, Addiscombe Rd., Croydon. Addiscombe 3068. (1948)

£400 miles—1949 (Nov.) Ford Prefect, black, brown leather—Ernest Sutton, Cleve Hill 95 (Cheltenham). (Trade enquiries only; please call)

1929 miles—1950 (Jan.) Ford Prefect saloon, black, brown leather—Ernest Sutton, Cleve Hill 95 (Cheltenham). (Trade enquiries only; please call)

1948 Ford Prefect, black/red leather, 6,000 miles, loose covers, etc., taxed as new. (1948)

1949 Ford Prefect, black, green leather, 9,000 miles, loose covers, etc., taxed as new. (1948)

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1949 Ford Prefect, black, green leather, 9,000 miles, loose covers, etc., taxed as new. (1948)

1949 Ford Prefect, black, green leather, 9,000 miles, loose covers, etc., taxed

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUDSON
£345—1937 Hudson Terraplane 17hp saloon, immaculate condition.—Traynor Motors, Ltd. Tel. Grangewood 2550.

1936 Hudson Terraplane 22 drop head coupe, 12,000 miles, perfect—Oxfordfield, Russell Gdns. Mews, Kensington, Tel. 7780. (1953)

CASS'S MOTOR MART—1937 Hudson 22hp Terraplane C drop head S-seater coupe steering column, rear change, superb—5, Warren St., W.1. Euston 555.

HUDSON 1937 22hp, taxed March, mechanically sound, engine, body and brakes overhauled, body and upholstery fair, electric gear change, no reasonable offer refused.—R. W. Cast, 55, South Rd., South Oxford. (1953)

Hudson Car Wanted
WANTED, Hudson 22hp saloon, 1937-8-9 model, American body in leather, fully particular, and price, S. Maye, "White House," Barwick-in-Elmet, nr. Leeds. (1952)

Hudson Spares and Services
SPINKS (T. W. & KENHAM) LTD. The Hudson distributor, spares and accessories, parts and service, quote chassis number, 83-191, Heath Rd., Twickenham, Tel. Poolegrave 1055-6. Telegrams: Spinks, Twickenham. (1956)

NUMBER

NEWNHAMS, Ltd. Humber Hawk saloon, black with fawn, ex-Reliance Garage, 1948—Newnham House, 235-7-9, Hammersmith Rd., N. London, W.6. Riverside 4846.

TOM GARNER, Ltd. offer—
1949 Humber Super Snipe saloon, steel grey with grey heater, heater, radio, etc. 10,000 miles.

TOM GARNER, Ltd. 10-12, Peter St., Manchester, 2. Blackfriars 2655-6.

BROOKLANDS for individuality.

1947 Humber Super Snipe saloon, maroon leather and cream, very good, fitted noise covers, speedometer reading 9,000 miles. New Bonn St., W.1. Mayfair 6151-6.

103 G. LANFIELD LAWRENCE offer:—
£895—Humber Super Snipe, black with red leather and cream, very good, fitted noise covers, speedometer reading 9,000 miles. Tel. 1572.

H. A. SAUNDERS, Ltd. offer:—
1949 Humber Hawk saloon, bronze with red leather and cream, very good, fitted noise covers, speedometer reading 9,000 miles. Tel. 1572.

H. A. ALDREDGE, Ltd. Austin House, High Rd., North Finchley (100 yds. from U. I. A. Y. R. 102). Corner, Hinsdale 624-2.

KEVILL-DAVIES & MARCH, Ltd.

1939 Humber Super Snipe, black, brown upholstered, front and rear, in excellent condition, recently repaired and re-varied. Tel. 41-42. Hay's Mews, Berkeley Sq., W.1. Tel. Grosvenor 2563.

WARRICK WRIGHT, Ltd. offer:—
1949 Humber Super Snipe 27hp saloon, almond green, but leather, radio and heater, 8,000 miles. Tel. 61-552.

1949 Humber Super Snipe 27hp saloon, steel grey, grey leather, radio and heater, 12,000 miles. Tel. 61-552.

1949 Humber Super Snipe 27hp saloon, black, crown leather, 8,000 miles. Tel. 61-552.

1949 Humber Hawk 14hp saloon, black, 9,000 miles. Tel. 61-552.

1949 Humber Hawk 14hp saloon, pastel green, black leather, radio and heater, 8,000 miles. Tel. 61-552.

1949 Humber Hawk 14hp saloon, pastel green, black leather, radio and heater, 15,000 miles. Tel. 61-552.

WARRICK WRIGHT, Ltd. 19, New Bond St., W.1. Tel. Mayfair 9761.

CHARLES FOLLETT, Ltd. offer:—
1949 Humber Super Snipe saloon, black, brown leather, owner 22,000 miles, completely serviced and guaranteed: £1,252.

18 SERVICES WORKS & STORES, 12, Wellesley Ave., W.6. Riv. 1413.

MANN EGERTON & Co., Ltd. offer:—
1949 Humber Super Snipe saloon, black, maroon, 10,000 miles. Tel. 14-2675.

14 GUY SALMON AUTOMOBILES, Ltd. offer:—
1949 (August) Humber Super Snipe, Tickford four-some drop head coupe, fitted heater and radio, immunite seats. Tel. 2552.

CHOICE of 1946, 1947, 1948 Humber Hawk saloon, also 1946 8n ps—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2.

COOMBS & SONS (GUILDFORD), Ltd. offer:—
1949 Humber Hawk, radio, heater, 8,000 miles; £1,250.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62307-8-9.

GORDON CARS (LONDON), Ltd.—1949 Humber Super Snipe saloon, grey, 8,000 miles. Below.

GORDON CARS (LONDON), Ltd.—1949 Humber Super Snipe, grey, 17,000 miles. Below.

GORDON CARS (LONDON), Ltd.—1949 Humber Hawk saloon, black, perfect order. Below.

GORDON CARS (LONDON), Ltd.—1949 Humber Hawk saloon, carefully used. Gordon House, 27a Euston Rd., N.W.1. Euston 6611.

1949 (August) Humber Hawk 8n, 8ps, 8n, 10n, 12n, 14n, 16n, 18n, 20n, 22n, 24n, 26n, 28n, 30n, 32n, 34n, 36n, 38n, 40n, 42n, 44n, 46n, 48n, 50n, 52n, 54n, 56n, 58n, 60n, 62n, 64n, 66n, 68n, 70n, 72n, 74n, 76n, 78n, 80n, 82n, 84n, 86n, 88n, 90n, 92n, 94n, 96n, 98n, 100n, 102n, 104n, 106n, 108n, 110n, 112n, 114n, 116n, 118n, 120n, 122n, 124n, 126n, 128n, 130n, 132n, 134n, 136n, 138n, 140n, 142n, 144n, 146n, 148n, 150n, 152n, 154n, 156n, 158n, 160n, 162n, 164n, 166n, 168n, 170n, 172n, 174n, 176n, 178n, 180n, 182n, 184n, 186n, 188n, 190n, 192n, 194n, 196n, 198n, 200n, 202n, 204n, 206n, 208n, 210n, 212n, 214n, 216n, 218n, 220n, 222n, 224n, 226n, 228n, 230n, 232n, 234n, 236n, 238n, 240n, 242n, 244n, 246n, 248n, 250n, 252n, 254n, 256n, 258n, 260n, 262n, 264n, 266n, 268n, 270n, 272n, 274n, 276n, 278n, 280n, 282n, 284n, 286n, 288n, 290n, 292n, 294n, 296n, 298n, 300n, 302n, 304n, 306n, 308n, 310n, 312n, 314n, 316n, 318n, 320n, 322n, 324n, 326n, 328n, 330n, 332n, 334n, 336n, 338n, 340n, 342n, 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2724n, 2726n, 2728n, 2730n, 2732n, 2734n, 2736n, 2738n, 2740n, 2742n, 2744n, 2746n, 2748n, 2750n, 2752n, 2754n, 2756n, 2758n, 2760n, 2762n, 2764n, 2766n, 2768n, 2770n, 2772n, 2774n, 2776n, 2778n, 2780n, 2782n, 2784n, 2786n, 2788n, 2790n, 2792n, 2794n, 2796n, 27

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

BROWN'S for Jaguars.

1940 model Jaguar 1½-litre saloon de luxe, dim wheels, immaculate condition; £395.

1939 Jaguar 1½-litre saloon de luxe, immaculate condition; £275.

1939 Jaguar 1½-litre drophead four-seater coupe, excellent condition; £495.—Brown's Garage (Essex) Ltd., 149 (Tube).

WIMBUSH for Jaguars.

1949 Jaguar Mark V saloon, 3½-litre guimeto with blue leather upholstery, 7,000 miles, H.M.V. radio, immaculate condition; £1,850.

1949 Jaguar Mark V saloon, grey, with 12,000 miles; £1,725.

RC. WIMBUSH, Ltd., 312, Earls Court Rd., London S.W.5. Freephone 8401.

TOM GARNER, Ltd., offer:

1949 Jaguar 1½-litre special equipment saloon, suede green with green leather, radio, discs, etc., 6,000 miles; £1,750.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2.

Backfriars 9265-6.

DICKS CAR SALES, offer:

1938 S.S. 100 sports 2-seater, highly tuned, genuine 5mph, £425. Below.

1937 S.S. 100 sports 2-seater, immaculate order, numerous extras; £450.

DICKS CAR SALES, Ltd., 365-461, High Rd., Kilburn, Maida Vale 6698-9.

ALCLAND & TABOR, Ltd., offer:

1947 3½-litre Jaguar saloon, black, brown leather, 15,000 miles, as new; £1,095.

1938 3½-litre Jaguar saloon, complete engine and chassis overhauled June 1950, recirculated news, etc., at a cost exceeding £250, equal to a 1948 car; £1,050.

ALLAN, WIMBUSH 461.

CHARLES POLLETT, Ltd., offer:

1948 Jaguar 3½-litre saloon, black, brown leather, 11,000 miles only, in exceptional condition throughout, guaranteed; £1,350.

18 Berkeley St., W.1. May 6266.

SERVICE Works and Stores, 12, Wellesley Ave., W.6.

Riv. 1415.

HAROLD RADFORD & Co., Ltd.

1947 3½-litre Jaguar saloon, excellent condition; £1,075.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.1. Tel. Kensington 0642 (5 lines).

7556

WARWICK WRIGHT, Ltd., offer:

1948 Jaguar 3½-litre saloon, gunmetal grey, grey leather, 15,000 miles; £1,495.

1949 Jaguar 3½-litre Mark V saloon, black, brown leather, 6,000 miles; £1,895.

WARWICK WRIGHT, Ltd., 200, New Bond St., W.1.

Mayfair 9761.

MEDES & MESES, Ltd. (Est. 1893), offer:

1938 (March) 2½-litre Jaguar 4-door sports saloon, grey, red leather, very much like a modern car, mechanically excellent, coachwork good, carefully lowered after; £495.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040.

GUY SALMON AUTOMOBILES, Ltd., offer:

1946 (Oct.) Jaguar 3½-litre saloon, fitted Ace discs and radio; £925.

1949 (November) Jaguar Mark V 2½-litre as black with beige leather, 7,000 miles, as new; £1,225.—Portsmouth Rd., Thames Ditton, Emberstock 5551-2-3.

JOE THOMPSON (MOTORS), Ltd., offer:

1948 (September) Jaguar 2½-litre saloon, colour miles, new tyres; £1,195.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelin). Ken 4801.

1554

COOMBE & SONS (GUILDFORD), Ltd., offer:

1937 Jaguar 2½-litre saloon, in excellent condition; £625.

COOMBES & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford 62907-8-9.

BARTHS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kinc 3348.

GORDON CARS (LONDON), Ltd.—1949 Jaguar 3½-litre Mark V saloon, grey, red leather, 6,000 miles; below.

GORDON CARS (LONDON), Ltd.—1948 Jaguar 1½-litre S.E. saloon, grey/grey leather, excellent order.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 3½-litre S.E. saloon, black/brown leather, particularly well.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 3½-litre saloon, black, exceptional condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6811. 19099

1946 Jaguar 1½-litre special equipment saloon, black, condition as new throughout; choice of 2 from £350.

1946 Jaguar 1½-litre saloon, black, red upholstery, 12,000 miles; £1,095.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2.

R. POWELL MOTORS, Ltd., for Jaguar cars.—East London main agents, 321, Romford Rd., Forest Gate, E.7. Mayfair 4616-5.

1949 Jaguar Mark V 3½-litre saloon, grey coachwork, interior grey, H.M.V. radio, one owner, mileage unknown; £1,775, or would exchange 1948 4½ series.—Imperial Motor Mart, Cheltenham 2605.

JAGUAR

1937 Jaguar 2½-litre saloon, magnificent, guaranteed; £530, payments.—Vaughan, 17, Astwood Mews, S.W.7. Tel. 1312.

(1936)

1948 Jaguar 1½-litre saloon; H.M.V. radio, discs etc., perfect.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338.

(1942)

CAMDEN MOTORS, Jaguar 1½-litre, 14hp sports saloon (registered October, 1948), immaculately finished, original paint, £1,095.

CAMDEN MOTORS, Jaguar 1½-litre 14hp sports saloon (November, 1947), special equipment model, matching body with leather, leather maintained in every sense; £695.

CAMDEN MOTORS, Jaguar 1½-litre 14hp sports saloon (original finish, whole car in very clean condition indeed); type discs, Lucas spots, fully guaranteed in writing; £645.

CAMDEN MOTORS, Jaguar 1½-litre 14hp sports saloon (post-war Jaguar, excellent engine, fitted radio, etc.); £595.

CAMDEN MOTORS, Jaguar 1½-litre 14hp sports saloon (grey/grey leather, grey hood sound mechanical order); £645.

CAMDEN MOTORS, Jaguar 2½-litre special equipment in metal, grey/grey leather, H.M.V. radio, air conditioning, etc.; £885.

CAMDEN MOTORS, Jaguar 3½-litre 14hp sports saloon (post-war, leather, grey/grey leather); £1,095.

CAMDEN MOTORS, Jaguar 3½-litre sports saloon (August, 1947), one wealthy owner since new, for delivery October, 10,000 miles, magnificent condition, sole reason for delay; £1,095.

CAMDEN MOTORS, Jaguar 3½-litre sports saloon (August, 1947), fitted radio and discs, outstanding performance; £1,095.

CAMDEN MOTORS, Jaguar Specialists, Lake St., Leighton Buzzard, Beds. Tel. 5041 (5 lines). Nearly 200 cars ready for inspection and immediate purchase, write for details.

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CAMDEN MOTORS

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Les-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Les-Francis distributors
of cars for the Home Counties, are always
glad to hear from Les-Francis owners.

SOFTICAL Les-Francis London Service Station,
Works and Stores—
12 Wellesley Ave., W.6. Tel. Riv. 1413. [1095]

Les-Francis Spares and Service

LE-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufac-
turers.—Head Office and Works: Much Park St.,
Coventry. Tel. 62024-5. [1092]

CHARLES FOLLETT, Ltd., sole distributor for Home
Counties, Bucks and Sussex.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266
SAFETY parts.

SERVICE: 12, Wellesley Ave., W.6. Tel. Riv. 1413. [1096]

Lesseins Cars Wanted

SMITHSON MOTORS (WEMBLEY), Ltd., urgently
require all models Lincoln, Wembley 5903. [1069]

LLOYD

TANKARD & SMITH, Ltd., offer 1949 Lloyd 600cc
T-2000, 2-seater, black, red leather, good
mileage, as new in every way. £395. 5 months written
guarantee; also 200 guaranteed used cars of all makes.
—190, King's Rd., S.W.3. Tel. Flaxman 4801-2. [1894]

Lloyd Cars Wanted

LLOYD Roadster required, recent model, small
size, cash. 236, Gilmour Rd., Harborne, Bir-
mingham. [1877]

MERCEDES-BENZ

ROUNDAUBD off—

1938 (December) 20hp Mercedes-Benz saloon in
immaculate condition. £600.

ROUNDAUBD GARAGES, 100 Newgate Avenue, Green-

MOTORS LTD.

MERCEDES-BENZ (OT BRITAIN), Ltd., offer—

1938 type 500K 4-seater cabriolet, engine recently
overhauled by advertiser. £1,750. Victoria
8715. [5110]

CHISPEAD MOTORS

Chisholm Rd., Kensington, N.W.8. Garage 197,
1 lamp, tiring performance, bargain.

ROADSTER, s.c. 500K, 1937. March maroon with
green leather; most attractive car in showroom con-
dition.

COUPÉ, 2-seater, s.c. 500K, 1939 model, finished in
ivory with beige interior, very good condition at cost
of original. Immaculate condition throughout.

CHOICE of others, we are also keen buyers of Mercedes.
—Fincham 0052 and 7255. [1895]

MERCEDES-BENZ, 1935, 23hp cabriolet, independent

handbrake appearance excellent condition throughout any trial, genuine bar-
gain. £300—4, Beeston Ave., Newmarket Rd., Stamford.

MERCEDES-BENZ 14-hp cabriolet coupe, l.h.d., regis-
tered 23rd April, 1943, small mileage, immaculate
condition, insured and registered to end of year, good
terms, what offers? Can be seen any day. Tel. Arn.
2246. [1932]

FOR sale, Mercedes-Benz 1938 K 32/180 super-
charged, 2-door, leather interior in exceptionally good
condition, available on test, very good road and
sea trials. Tel. 209, c/o Walter Dill, 47, Gresham
St., E.C.2. [1881]

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales
Service and Spares, 111, Grosvenor Rd., S.W.1.
Victoria 7115-6. Night Service, Victoria 5144. [1881]

Morgan Motors Offer

SIMPSON'S MOTORS offer—

1948 first registered Mercury brougham saloon,
black, 4-door, left-hand drive, radio, heater, seat
covers, window washers.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American
Car Specialist), Wembley 5903. [1896]

Mercury Cars Wanted

COWLEY MOTORS urgently require all models
Specialists, 473, Cranbrook Rd., Ilford, Essex. Tel.
Valentine 1068. [10176]

M.G.

ELITE MOTORS, offer—

1948 M.G. T.C. 2-seater, black with beige interior;
15,000 miles, just decarbonized, immaculate
and exceptionally fast road performance.
£650.

1937 M.G. T.A. 2-seater, choice of two models,
one in red, the other red both in excep-
tional mechanical and body condition, ver-
y good. £365 and £375.

1935 M.G. Magnette K.M. pillarless saloon, royal
blue, body and interior to match, in outstand-
ing condition for its age, good mechanically, clean body
and interior, a excellent tyres. £269.

ELLIOTT MOTORS, 10, Garrott Lane, Tooting
Bridge, Tel. Balham 2874 (2 lines). [1950]

WOODBAIN CARS offer—

£345 M.G. 16hp T-type sports 2-seater, red, im-
maculate.

£275 M.G. 8hp PA open sports 2-seater

£245 M.G. 12hp N-type Magnette 2-seater,
really fast.

£215 M.G. 12hp open sports 4-seater, blue,
sound as a bell. Woodbain Cars, The M.G.
TERMS, exchanges, etc. Tel. 10, Eton Garages, Eton Ave., Swiss
Cottage, N.W.3. Tel. 9435. [19050]

SAUL & SLATTER, Ltd. offer—

1947 1½-litre M.G. saloon, black with red leather
upholstery. £850. [19421]

SAUL & SLATTER, Ltd. 44-46, Aldermans Hill, N.15.
Pal. Grn 1205-7175. [19421]

M.G.

MANEGERTON & CO., Ltd., offer—

1948 M.G. 1½-litre saloon, black, mileage 15,000.

14, Berkley St., London, W.1. Regent 2073. [18970]

1949 M.G. T.C. 2-seater, black, red leather, 7,000
miles, spare unused.

RIPCO, Ltd., 18, Albemarle St., Mayfair, W.1. Regent
[19304]

2-litre M.G. sports saloon, 1938, one owner, magnu-
cent condition, black. £450.

WACCOL MOTORS, 150/6, West End Lane, N.W.6.
Hampstead 1177. [18791]

1948 17,000 miles, carefully used.

VUSTACE WATKINS, Ltd., 8, Berkley St., W.1.
[Mayfair 58511; 12, Chelsea Manor St., S.W.3.
(Finsbury 8181).] [19163]

BARTON, of Kingston, M.G. specialists, specialise
in repairs, 102, London Rd., Kingston, Tel. King 2176.

1949 M.G. 2-seater, speedo, 6,000, black with red
interior, this car in excellent condition; £750.

FERRARI OF CRICKLEWOOD, Ltd., 200-220,
Cricklewood Broadway, N.W.2. [Grosvenor 2254.] [18337]

195 M.G. Midget 1934 5hp F.4 4-seater, red,
good tyres, terms, exchanges. —Rowland Smith, South-
wold.

245 M.G. Magnette 1935 15hp N-type sports
2-seater, red with white leather interior, good
tyres, terms, exchanges; £1,975-9 week-days
and Saturdays. —Rowland Smith, Hampstead (Hampstead
Tube). [18716]

1947 M.G. T.C. sports tourer, green, in new
condition; £895.—Meekers Motors, Ltd., Bridge-
water 2081. [19310]

1949 M.G. 1½-litre saloon, black, beige leather,
stealer, wind-tone horns. £1,050. [19270]

1937 T.A. model M.G., reasonably good
condition; £725. [19275. B. Central Rd., Wemb-
ly. Tel. After 7.50.] [19749]

MCG. Midget type P.A., 1934, red, £235 or nearest
offer, recently overhauled. —Kirb, 12, Roseville Rd.,
Hayes, Middlesex. [19721]

1949 M.G. T.C., as new. £750.—Smith & Hunter,
Ltd., 376, Kensington High St., London, W.8. [19225]

1947 M.G. 1½-litre saloon, one owner, excep-
tional condition; £850.—Guindford 7903. [19030]

M.G., reg. no. 27, 932, excellent condition, 5
good tyres, £225.—Lott, Fairway, Luton.
[19146]

GORDON CARS (LONDON), Ltd.—1938 M.G. 1½-litre

saloon, green, attractive order. —Gordon House,
873, Euston Rd., N.W.1. Euston 6611. [19104]

1946 M.G. T.C., 15,000 miles, chrome luggage
trunk, black, leather, good condition. —Bentley,
53, Balclava Rd., W.1. Tel. Grosvenor 2173. [19223]

1949 (Nov.) M.G. 1½-litre saloon, 8,000 miles,
radio. —British & Colonial Motors, Ltd.,
Upper St. Martin's Lane, W.C.2. Tel. 3559. [19146]

1946 M.G. 1½-litre miles, many extras.
—Barney 525—Barney 515, Finchley Lane,
Hampstead N.W.5. Ham 2221. Mai. 1627. [19154]

1948 (June) M.G. 1½-litre saloon in excellent
condition; £855. can be seen: Central
Garage, 100, Gloucester Rd., Bayswater. Tel. 72070.

1940 (April) M.G. T.A. 2-seater, red, 1946
condition, tyres, body, brakes and engine. £385.
—"Dalmat," Elm Grove, Alderley Edge, Cheshire.
[19157]

WALTER SCOTT, Ltd., 1938 M.G. Midget J.2
sports tourer, exceptional condition; £225—39. College
Court, Hampstead, N.W.3 (Swiss Cottage Tube). [19158]

1934 J.2 Midget, very good condition, engine
recently overhauled, including new crank-
shaft, fitted 2 new tyres, 2 being rebuilt, taxed; near
£200. [19160]

1939 M.O.T. TA. 2-seater sports, avv, excellent
condition throughout; first-class mechanical
order, bargain. £425.—Wembley Motor Hdrs. Hst.
Wembley 3225. [19161]

£395 M.G. 2-litre drop head four-seater, black,
new front hood, new head, excellent condition
throughout, taxed. —Brixey Motors, 180-184, West
Lane, N.W.6. Hampstead 6480. [19162]

1939 M.O.T. TA. drop head coupe, excellent
condition, 150 miles, black, new wheels, new
shock absorbers, many extras. £475—156. Askew
Shepherd's Bush, W.12. She. 5077. [19163]

BUTON'S, Ltd., offer—1939 M.G. 1½-litre saloon
excellent tyres, taxed, very fast. £385—13/14. Osten
Woods, Empress Gate, S.W.7. Western 1242. [19164]

1947 (August) M.G. T.C. 2-seater, black, silver
wheels, lawn leather, low mileage, immaculate;
with good guarantee. £350. [19165]

1939 M.O.T. TA. drop head coupe, excellent
condition, 150 miles, black, new wheels, new
shock absorbers, many extras. £475—156. Askew
Shepherd's Bush, W.12. She. 5077. [19166]

1947 M.G. 1½-litre M.G. saloon, red, silver, silver
wheels, good condition, engine, engine, body, chassis
overhauled; written guarantee; terms, exchanges.
—H. F. Edwards, 154, Gl. Titchfield St., W.1. Langham
0012. [19167]

PERFORMANCE CARS, the sports car specialists, of
21, Daleham Mews, Belgrave Lane, N.W.3 (Ham-
pton 1111), offer with 3 months' written guarantee, 1939 T.A.
1½-litre M.G. saloon, red, silver, silver wheels, lawn
leather, with good guarantee. £350. [19168]

MAGNETTE 2-seater, Zoller blower under bonnet,
Scintilla magnetos, faults power unit, steering and
suspension after 200 miles, this car can only
be hired, does not drive, vehicle must remain
on sale.—Day Avenue 4242. Evington 4535. [19169]

1935 M.G. Magnette air line coupe, fitted recon-
ditioned, reconditioned motor, rebuilt, re-
newly painted, a perfect specimen; £355.—V.W.
Derrington, Ltd., 159, London Rd., Kingston. Tel.
5621. [19170]

CAHILL, Ltd., offer—

1947 1½-litre M.G. saloon, black with red leather
upholstery. £850. [19171]

1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19172]

1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19173]

1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19174]

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upholstery. £850. [19181]

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upholstery. £850. [19197]

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upholstery. £850. [19198]

1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19199]

1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19200]

1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19201]

1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19202]

1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19203]

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1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19209]

1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19210]

1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19211]

1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19212]

1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19213]

1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19214]

1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19215]

1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19216]

1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19217]

1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19218]

1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19219]

1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19220]

1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19221]

1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19222]

1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19223]

1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19224]

1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19225]

1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19226]

1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19227]

1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19228]

1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19229]

1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19230]

1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19231]

1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19232]

1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19233]

1949 M.G. 1½-litre saloon, black with red leather
upholstery. £850. [19234]

1949</b

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MINOR

SAUL & SLATTER, Ltd., offer:-
1949 Morris Minor tourer, black, 7,000 miles, a new, £695.
SAUL & SLATTER, Ltd., 44/46, Aldermans Hill, N.13. [1942]

WARWICK WRIGHT, Ltd., offer:-

1949 Morris Minor 8hp tourer, black, beige leather, 5,000 miles, £750. **WARWICK WRIGHT**, Ltd., 150, New Bond St., W.1. Mayfair 761. [1924]

CHARLES RICKARDS, Ltd., offer:-

1949 Morris Minor saloon, green, one owner, 7,700 miles; a two owners £550. **CHARLES RICKARDS**, Ltd., 84, Rd. 2, London, E.C.2. [1952] **56** Tube station. Tel. Paddington 1620. [1954]

WADDINGTON MOTORS, Ltd., offer:-

1949 (November) Morris Minor tourer, one owner, immaculate, £695. **FURTUN**, Green Rd., N.W.3. [1955]

DAGENHAM MOTORS, Ltd., offer the following car:-
1949 Morris Minor tourer, maroon/beige, 4,000 miles, Park Lane, W.L. Regent 4866.

1949 Morris Minor saloon, green, low mileage, recommended, £775. **FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [1956]

GORDON CARS (LONDON), Ltd.—1949 Morris Minor saloon, £695. **GORDON CARS** (LONDON), Ltd.—1949 Morris Minor tourer, grey, 6,000 miles. **GORDON CARS**, 57d, Euston Rd., N.W.1. Euston 661. [1957]

1949 (October) Morris Minor tourer, 2,500 miles only, one owner, absolutely as new, £715. **Z. MOTORS**, Palmerston Rd., N.W.1. Tel. Mat. A. 4725.

GOLDERS Green—H. A. Saunders, Ltd., Golders Green. 1949 Morris Minor tourer, 2,000 miles, speedwell 601. [1948]

1949 Morris Minor tourer, 3,000 miles, as new. **Autovox** (Winchester), Ltd., Tel. Winchester 454-3406. [1942]

1949 Morris Minor, maroon/beige leather, 5,000 miles, only spare unused, one owner. **HIPCO**, Ltd., 16, Altemarie St., Mayfair, W.1. Mat. 2502. [1950]

1950 (Jan.) Minor tourer, green, 8,000 miles, unmarked, twin wipers, loose covers, ammeter and many sensible extras; offers. **Powell**, 42, Cricklewood Rd., N.W.1. [1955]

1949 (August) Morris Minor tourer, grey, 9,000 miles, one owner, as new. **E680-GIBSON SPORTS CAR** (Exchurch), Ltd., Lyndhurst 1973. Christchurch. [1954]

1949 Morris Minor saloon, black, beige leather, 6,000 miles, authenticated, £750. **HENDON CENTRAL GARAGE**, Ltd., 44/46, Watford Way, Hendon Central, N.W.9. Tel. Hendon 1425-4. [1956]

1949 (September) Morris Minor tourer, finished in maroon beige leather upholstery, speedo reading 6,000, one private owner, space unused, absolutely unmarked. **CRICKLEWOOD BROADWAY**, N.W.2. Tel. Gladstone 6385. [1952]

TANKARD & SMITH, Ltd., offer 1949 Morris Minor saloon, in black with beige leather, one careful previous owner, 6,000 miles, excellent condition, room condition, £765, three months' written guarantee; also 200 guaranteed used cars of all makes. **1954**, King's Rd., S.W.3. Tel. Paxman 4801/2/3. [1957]

Morris Minor Cars Wanted

C THE CAR MART, Ltd., wish to purchase Morris Minor cars.—323, Euston Rd., N.W.1. Euston 1212. [1916]

I NEED post-war Morris Minor—E.I. Kirkstall Rd., S.W.2. Tel. Tulse Hill 1228 (day). [1975]

1949 —50 Morris Minor urgently wanted.—Adams, 75532. Durham Rd., Gateshead. Tel. [1956]

Morris Cowley

1929 one owner, 23,000 miles. Morris Cowley tourer, original hood and side screens, new tyres and battery, perfect specimen for age; £75. **ADAMS**, 75532. Durham Rd., Gateshead. Tel. Thornton Heath 5031. [1956]

Morris Eight

J CORYTON, Ltd., offer:-
1947 (May) Morris 8hp 2-door sun saloon, black, exceptionally clean and mechanically guaranteed, £595. **139**, Fulham Rd., S.W.5. Tel. 1410. [1928]

G. P. (BALHAM), Ltd., offer:-
230 gns.—1937 Morris 8 saloon, excellent coachwork, £200. **2c**, Balham Hill, S.W.12. 100bds. Clapham South Tube. Bait. 1107-8-9. [1953]

1939 Morris 8 Series E saloon, 4-door, black, recommended, £395. **FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [1955]

1937 Morris 8 saloon, black/blue leather, excellent condition, £250. **W. WILKIN**, Ltd., 1, Weston Park, Kingston-on-Thames, Kib. 2241. [1956]

1936 Morris 8 4-seater tourer, very reasonable condition, £200. **ADAMS**, 75532. Tel. Putney 3355-4. [1953]

1938 Morris 8 2-door saloon, black, an extremely nice condition, £200. **ADAMS**, 75532. Tel. Putney 3350. [1942]

Morris Eight

165 gns.—Morris 8 1936 2-door saloon, maroon and black, terms exchanged.—Rowland Smith, below.

295 gns.—Morris 8 1935 model 4-seater, maroon, terms exchanged, £195. **ADAMS**, 75532. Tel. open 9-7 weekdays and 10-1pm, Saturday 9-1pm. Hampstead (Hampstead Tube). Hampstead 6041. [1948]

1935 Morris 8 road running order: £150.—Red-Weston, Oakley Offices, Red-Weston. [1941]

1948 Morris 8 4-door, radio, 18,000 miles: £695. **Edd** Rd., Chesh. Survey. [1943]

JARVIS & SONS, Ltd., offer a selection of guaranteed Morris cars from £455.—Morris 8, 1935, S.W.19. Liberty 4656. [1953]

1939 Morris 8hp 2-door saloon, black, brown upholstery, very exceptional condition throughout, one owner, £365. **ADAMS**, 75532. Tel. 1410. [1947]

1947 13,000 very good miles, really well kept: £545.

E CHANGES, deferred terms.—John S. Truscott, Ltd., Westbourne Grove, W.11. Bay 4273. [1927]

1938 Morris 8 8hp saloon, black, immaculate condition throughout, £195. **ADAMS**, 75532. Tel. 1410. [1947]

BUTONS offer:—Morris 8 1939 2-door saloon, black, reconditioned engine, clutch etc., new carburator, new battery, good tyres, £295. **ADAMS**, 75532. Tel. 1410. [1947]

1940 Morris 8 4-seater tourer, black, in very good condition throughout, any trial, £195.—Red-Weston, Oakley Offices, Red-Weston. [1941]

1940 Morris 8 4-seater tourer, black, in very good condition throughout, £195.—Red-Weston, Oakley Offices, Red-Weston. [1941]

1939 (September) Morris 8 2-door de luxe sun saloon, black brown leather: £570.—Vanderbilt's (Buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [1952]

1938 Morris 8 saloon, black with red leather upholstery, in good mechanical condition, £195. **ADAMS**, 75532. Tel. 1410. [1947]

1936 Morris 8 saloon with sliding roof, black with blue leather upholstery, good tyres, in good mechanical condition, a very nice, clean motor, all original parts, £195. **ADAMS**, 75532. Tel. 1410. [1947]

TANKARD & SMITH, Ltd., offer 1946 Morris 8 two-door saloon in black with brown leather, genuine 16,000 miles, one owner since new, very clean car, £195. **ADAMS**, 75532. Tel. 1410. [1947]

1936 Morris 8 saloon with sliding roof, black with blue leather upholstery, good tyres, in good mechanical condition, a very nice, clean motor, all original parts, £195. **ADAMS**, 75532. Tel. 1410. [1947]

Morris Eight Cars Wanted

I REQUIRE post-war Morris 8 urgently.—R. Rover, 1, Rd. 124, Tulse Hill 2868 (even). [1947]

ROWLAND SMITH, Ltd., the Morris 8 buyers, Highgate Hill, Hampstead (Hampstead Tube). **CASH** buyers of low-mileage Morris 8s. **ADAMS**, 75532. Tel. 1410. [1947]

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 8s, and have unlimited cash available.—Gatwick Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [1947]

MORRIS TEN

LINDLINDALE, Ltd., offer.—**1939** Morris 10, reconditioned, all new tyres, £869.—Colindale Service Station, Colindale 6122. [1957]

1948 Morris 10 saloon, low mileage, black with brown interior, sunshine roof: £725. **ADAMS**, 75532. Tel. 1410. [1947]

1948 Morris 10 saloon, black, 7,000 miles, £725. **ADAMS**, 75532. Tel. 1410. [1947]

1939 Morris 10 saloon de luxe, maroon with red leather interior, immaculate appearance: £420. **MAGDALENE MOTORS**, 511, Trinity Rd., Wandsworth Common. Battersea 5573. [1942]

1947 Morris 10, very good condition.—Herbert & Sons, Ltd., 55, Gt. Portland St., W.1. Hanover 5066-7. [1954]

1948 Morris 10 saloon 1938 Morris 10, black, brown/black, £525. **GATEHOUSE** Garage, Ltd., Highgate Village, London, N.6. Mous. 4444. [1941]

JARVIS & SONS, Ltd., offer a selection of guaranteed Morris 10s, 1935-45, £195. **ADAMS**, 75532. Tel. 1410. [1947]

1948 Morris 10 saloon, beige, brown leather, any trial or examination: £695.—R. S. Head Sales, Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 2682. [1942]

£715—August 1948 Morris 10hp saloon de luxe, £715. **ADAMS**, 75532. Tel. 1410. [1947]

£715—immaculate car, finished black with brown leather, fitted radio, very small mileage; choice of two others from £715. **ADAMS**, 75532. Tel. 1410. [1947]

1948 Morris 10 saloon, black, £725.—Morris 10, £725. **ADAMS**, 75532. Tel. 1410. [1947]

1948 Morris 10 saloon, beige, brown leather, any trial or examination: £695.—R. S. Head Sales, Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 2682. [1942]

1948 Morris 10 saloon, beige, brown leather, any trial or examination: £695.—R. S. Head Sales, Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 2682. [1942]

MORRIS TEN

1935 Morris 10 saloon, only done 2,000 miles since new, £195. **ADAMS**, 75532. Tel. 1410. [1947]

1949 5 saloon, black, sliding head, brown leather, terms exchanged, new tyres, excellent condition, £195. **ADAMS**, 75532. Tel. 1410. [1947]

TANKARD & SMITH, Ltd., offer 1948 Morris 10 saloon, choice of two in black with brown leather, moderate mileage only, sunshine roof, immaculate condition, three months' written guarantee, also 20% cash back, £195. **ADAMS**, 75532. Tel. 1410. [1947]

1942—Series M. Morris 10 saloon bodywork literally showroom, interior like brand new mechanically, engine, gearbox, front end, £195. **ADAMS**, 75532. Tel. 1410. [1947]

1942 Morris 10 saloon, £195. **ADAMS**, 75532. Tel. 1410. [1947]

1942 Morris 10 saloon, £195. **ADAMS**, 75532. Tel. 1410. [1947]

URGENTLY required post-war series M Morris 10 saloon.—**LINE, FRANK & WAGSTAFF**, Ltd., 3-5, Crouch End Hill, N.8. Mountaine 4461. [1950]

1948 post-war Morris 10 urgently required.—**LINE, FRANK & WAGSTAFF**, Ltd., 3-5, Crouch End Hill, N.8. Mountaine 4461. [1950]

1948 post-war Morris 10 urgently required.—**OWLAND SMITH**, S. Morris 10 saloon, £195. **ADAMS**, 75532. Tel. 1410. [1947]

CASH buyers of low-mileage Morris 10s: distance no object.—**HATTON**, Lord St., Southport. Tel. 2268. [1947]

EXCEPTIONALLY well-kept saloon wanted privately for preference.—**WHITE**, 24, Lyndhurst Rd., London, S.W.1. Lyndhurst 24. [1947]

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 10s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [1947]

MORRIS TWELVE

L. F. DOVE offer:—**1939** Morris 12 saloon, far above average condition: £445.—69, Broadway, Willesden, S.W.19. Liberty 3456. [1947]

1934 Morris 10-6 (12hp) saloon, black with green leather, in very good condition, £195. **ADAMS**, 75532. Tel. 1410. [1947]

£335 will buy the most genuine 1937 Morris 12 saloon, £195. **ADAMS**, 75532. Tel. 1410. [1947]

WE MEAN THIS! Interior absolutely excellent. We mean this! This car is one in 10,000, see for yourself.—**BEAUMONT**, 14, Broad St., London, S.W.1. Beaumont 1259. [1947]

£450 model supplied in 1944 to Purfleet. Combination, bodywork excellent, mechanically 100% recently fitted new engine, gear box, 3 months' guarantee, hire purchase, £195. **ADAMS**, 75532. Tel. 1410. [1947]

L AMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [1947]

BUTONS Ltd., offer 1948 Morris 12, £195. **ADAMS**, 75532. Tel. 1410. [1947]

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Morris 12s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [1947]

MORRIS FOURTEEN

1936 Morris 14 4-door saloon, sun roof, good tyres, £225. **ADAMS**, 75532. Tel. 1410. [1947]

X. J. SERVICE STATION, Kingston Vale, S.W.15. Kite 8333. [1947]

MORRIS OXFORD

ROUNDABOUT offer:—**1949** Morris Oxford, 11,000 miles, one owner: £850. **ADAMS**, 75532. Tel. 1410. [1947]

ROUNDABOUT GARAGE, Western Avenue, Greenford, Middlesex. Weston 1071-5. [1951]

H. A. SAUNDERS Ltd., offer:—**1949** Morris Oxford saloon, £195. **ADAMS**, 75532. Tel. 1410. [1947]

1949 Morris Oxford saloon, grey with beige upholstery, £195. **ADAMS**, 75532. Tel. 1410. [1947]

H. A. SAUNDERS, Ltd., Austin House, High Rd., Hillside 0284. [1947]

LLAN TAYLOR MOTORS, Ltd., offer:—**1949** Morris Oxford 15.4hp saloon, leather upholstery, £195. **ADAMS**, 75532. Tel. 1410. [1947]

H. A. SAUNDERS, Ltd., with radiator, £195. **ADAMS**, 75532. Tel. 1410. [1947]

1949 (July) Morris Oxford saloon, £8,000 miles, age 9,000: £945.—Cranmore, Tel. 2040. Pottery Bar. [1947]

1949 (Oct.) Morris Oxford saloon, £8,000 miles, age 9,000: £945.—Cranmore, Tel. 2040. Pottery Bar. [1947]

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS OXFORD

TANKARD & SMITH, Ltd., offer 1949 Morris Oxford saloon, in black with beige upholstery, one careful owner since new, 12,000 miles, fully fitted, radio, heater, etc., as new, full every record, £95, three months' written guarantee; also 500 guaranteed used cars of all makes—198, King's Rd., S.W.3. Tel. Faxman 4601-2/3.

Morris Oxford Cars Wanted

C

M THE CAR MART, Ltd., wish to purchase Morris Oxford cars—150 Park Lane, 1st. Grosvenor, 5454. (071) REQUIRE 2½ years' Morris Oxford urgent—Talbot 1949 Rycroft Rd., S.W.16. Tuile Hill 1288 (day). 10749 1950 preferably, but nominal mileage 1949 would 500 suit—Write Anglor, 24, Lyndhurst Rd., London, N.W.3.

Morris Six

H. A. SAUNDERS, Ltd., offer— 1949 Morris Six saloon, black with brown leather upholstery, 600 miles, £1,275. H. A. SAUNDERS, Ltd., Austin House, High Rd., Northolt, Middlesex, 100 yards north of Tally Ho Corner, Hillside, 0242. (0822)

PHILIP RICKARDS, Ltd., offer—

1949 Morris Six, maroon/beige, 12,000 miles—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-5.

SAUL & SLATTER, Ltd., offer—

1949 Morris Six saloon, black with brown leather upholstery, an immaculate car throughout, £1,125. SAUL & SLATTER, Ltd., 44/46, Aldermaston Hill, N.15. (0423)

SAL, LTD., 1949 Morris Six 8,000 miles, unmarked.

JOHN ALFRED & Co., Ltd., 6-7, Warren St., W.1. (0161) 1949 Morris Six saloon, maroon with beige upholstery, 9,000 miles: £1,075.

R. C. WINSTON, Ltd., 10, Eccles Court Rd., London, W.8. (0181) 1950

1950 (Jan.) Morris Six 400 miles only; nearest £1,300—B. W. Francis, Horam, Sussex. (01625)

1949 (Sept.) Morris Six 20hp saloon, 13,000 miles, beige leather upholstery, new condition, price £1,095—124, Chilton, Torquay, Devon.

1950 Series Morris Six, finished maroon, with leather, part exchange enquiries welcomed; trade and part exchange enquiries invited—O. P. Morley, Ltd., 54, Streatham Hill, S.W.12. (01962) 4368

MORRIS MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Morris cars, 1948, 1949, 1950, 1951, 1952, 1953, 200 used cars, all subject to three months' written guarantee—198, King's Rd., S.W.3. Tel. Fax 4801-3. (0797)

MORRIS cars, 8hp and 10hp, 1947 and 1948 models, in nice condition, always available—Write to you from the Morris Motors of Norwich Ltd. (Morris distributors)—190, Prince of Wales Rd., Norwich. Tel. Norwich 20541.

Morris Miscellaneous Cars Wanted

R

S ROWLAND SMITH, the Morris buyers—Hampstead High St. (Hampstead Tube), Han. 6041. (01)

M MORRIS wanted—Smith's, 88, Chalk Farm Rd., N.W.1. Oul. 2767.

CASH Immediately for good Morris—H. F. Edwards, 1949. (0161) 1950

S SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Morris. Wembley 3903. (0870)

CASH buyers of low-mileage Morris Minor, Oxford and Six, distance no object—Hutton, Lord St., Southport, Lancs. (0151) 1951

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Morris retailers, require cars in first-class condition—Mayfair 5242.

A APPROACH us first before disposing of your Morris car—T. A. Smith, Ltd., 194-196, King's Rd., S.W.3. (0161) 1952-3.

WE are cash buyers of all Morris post-war models—The Warren Motor Co., 353-355, Euston Rd., London, N.W.1. Euston 751. (0140)

Morris Spare Parts and Services

LARGEST and quickest spares service in the South of England—Hewens Garages, Ltd., Reading, Tel. 4435.

Four Morris mudguards running boards, 1930-40, £10. Brooks 5 and 6 Frederick Place, Brighton, Brighton 2147. (0124)

M MORRIS 8, 10 and 12 spares, extensive, unused, Government surplus; competitive prices—will buy bottom oil pump, bearings, crown wheels, etc., etc.—H. W. Motors (Harefield), Ltd., Northwood Rd., Harefield, Middlesex. Tel. Harefield 2271.

NASH

1947 Nash, genuine post-war car, right-hand drive, die-cast metal heater, seat covers, white wall seats, moderate low mileage—SIMPSON'S MOTORS (WEMBLEY), Ltd. (American car specialists)—Nash Garage, 1949. (0161) 1950.

DISTRIBUTORS (RAWLENCE), Ltd., Sales, Service and Spares, Blundell Heath, Nr. Lingfield, Surrey. Tel. Lingfield 330-1.

1936 Oldsmobile saloon in really good order—

DISTRIBUTORS (RAWLENCE), Ltd., Blundell Heath, Nr. Lingfield, Surrey. (0115)

Nash Cars Wanted

CHAIN-DRIVE Nash wanted, any condition or type—C. Arnold, 8, Homestead Way, Northampton, Tel. 5001. (01604)

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd., Sales, Service and Spares, Blundell Heath, Nr. Lingfield, Surrey. Tel. Lingfield 330-1.

1936 Oldsmobile saloon in really good order—

DISTRIBUTORS (RAWLENCE), Ltd., Blundell Heath, Nr. Lingfield, Surrey. (0115)

SEATERS

SEATERS privately owned modern Limousines required, cash waiting—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair 2041. (01708)

OLDSMOBILE

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties—Lees Garages, Ltd., Service 2, Lexington St. S.W.1 (Gerrard 9600). 89 Park Lane, Kensington Place, Campden Hill Rd., W.8. Tel. 6111. (01576)

OPEL

1938 Opel 16 Cabriolet, painted black, new hood, rimblowers just fitted, major chassis and engine overhaul recently carried out; can be seen by appointment, a Burman, £265. H. G. TURNER, Ltd., 39, Sheep St., Northampton. Tel. 3616. (01604)

OPEL

1950 Opel Olympia 1937 12hp saloon, black, open 9-7 weeks and Saturdays—Ronald Smith, Hampstead (Hampstead Tube), Hampstead 6041. (01483)

Opel Cars Wanted

ROWLAND SMITH, the Opel buyers—Hampstead High St. (Hampstead Tube), Han. 6041. (01604)

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models—237, Brixton Hill, S.W.2. Tel. 3664.

Opel Spares and Services

REPAIRS and cross-repairs, all makes, engines, gearboxes, radiators, condensers, etc.—Fraser & Fraser, 10, Winchester Mews, N.W.3. Tel. 2647. (0243)

MAYER MOTORS

MAYER MOTORS Ltd., distributors—Opel spare parts—10, Winchester Mews, N.W.3. Tel. 2666. (0243)

PRIDE & CLARKE

PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, springs, piston rings, Opel Cadet wheels and puncture repair kit in stock; quotations—Stockwell Rd., E.8. Tel. 6251. (01168)

PARKARD

PARKARD Super 8 saloon, £325.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelin), Ken. 4658.

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Road, Brentford, Middlesex. Tel. 5400. (0202)

PARKARD sole concessionaires offer a selection of approved late model Packard cars.

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Tel. 5400. (0202)

1938 Packard 6 saloon, engine reconditioned—Peter Hancock Cars, 104, High St., Chiswick, Chiswick 3707. (0151)

1948 Packard Super 8 saloon, full de luxe equipment, radio and heater, low mileage, immaculate condition—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 5577. (0151)

PARKARD convertible Oct. '38 12hp 30hp four-door in red leather, met. grey, h.t., etc., small mileage: 2 owners since new; whole in superb condition—£400 cash down, £100 deposit, £100 per month, £1000 to clear—Packard 12hp 30hp 4-seater.

295ms. Packard 8 (May '38) 33hp 4-seater convertible coupé black, brown leather terms, exchanges; list: open 9-7 days and Saturdays—Han. 6041. (01604)

1938 Packard 6 saloon, engine reconditioned—the car in perfect condition: £485—Peter Hancock Cars, 104, High St., Chiswick, Chiswick 3707. (0151)

1948 Packard Super 8 saloon, full de luxe equipment, radio and heater, low mileage, immaculate condition—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 5577. (0151)

PARKARD convertible Oct. '38 12hp 30hp four-door in red leather, met. grey, h.t., etc., small mileage: 2 owners since new; whole in superb condition—£400 cash down, £100 deposit, £100 per month, £1000 to clear—Packard 12hp 30hp 4-seater.

295ms. Packard 8 (May '38) 33hp 4-seater convertible coupé black, brown leather terms, exchanges; list: open 9-7 days and Saturdays—Han. 6041. (01604)

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PONTIAC

1950 Pontiac 6-cyl. saloon, 9,000 miles, right-hand drive, faults: £2,450—J. F. CHAPMAN, 10, Gloucester Rd., W.1. (01576)

1949 Pontiac, right-hand drive, duo-grey, radio, heater, 8,000 miles, 1949 show model—E.2.575—Clayton's Cars (London), 10, Gloucester Rd., W.1. (01576)

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Pontiac. Wembley 3903. (0870)

COWLEY MOTORS urgently require all models—C. Cowley Motors, American Automobile Specialists, 473, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066.

RACING CARS

RICHARDS & BROWN, THE Kent and Sussex agents for Kieft cars—2, Ringers Rd., Bromley, Kent. Tel. Ravensbourne 7487. (01510)

COOPER 500cc complete with 4-speed J.A.P. motor.

THE FORGE GARAGE (PETERSHAM), Ltd., Petersham 1954.

Petersham Rd., Petersham, Surrey. Richmond 1584.

COOPERS GARAGE (SURREITON), Ltd., of Surrey, Tel. Elm 3556, are the sole concessionaries for Great Britain of the Cooper 500 and 1,100cc Formula racing cars.

Racing Cars Wanted

COOPER chassis required urgently without engine and gearbox—Forward details to Peter R. Bolton, H. B. Martindale, Ltd., 14, Harrison Street, Leeds. Tel. 6753

RAILTON

1935 25hp Railton saloon recirculated and overdrive throughout—Fletcher 118, Hunsbury Hill Rd., Northampton. Tel. 2536

1936 Railton 25hp saloon very good order, fitted radio—Autowork (Winchcombe), Ltd., Tel. Winchester 4334-5406.

MADDOCK P. S. BARBER 85, Linden Gardens, 2, Bayswater, W.8. (0151) 2145. (0151)

RAILTON (1937) 25hp 8-cylinder, at the road since Sept. 1939, covered 30,250 miles only, engine and gearbox in excellent condition, £1,200—driver only, view by appointment—Rowe, Hemel Hempstead, Hertfordshire, Tel. Eastbourne 1130.

We offer a real beautiful open four-seater sports

Rolls Royce with the 8-cylinder Power unit, magnificently streamlined coachwork in dark blue cellulose with pale piggam upholstery, car first licensed in December 1937—B. G. D. (0151) 2145.

PIERIAN FINGLASS, Bugatti Sales and Service, E. Penbridge Mews, Bayswater, W.11. Tel. Bayswater 5951. After 6 p.m. Tel. 4555.

Railton Cars Wanted

ONE MOTORS (LONDON), Ltd., 26, Belgrave Rd., S.W.1; always buyers of good Railtons. (0151) 19276

THOMAS & TAYLOR (BROOKLANDS), Ltd., purchase road cars—Railton 1937-39—Portsmouth Rd., Cobham, Surrey. Cobham 2848.

RENAULT

RENAULT cars, spare parts, repairs & service—Reynolds Ltd., Western Ave., Acton, W.3. Acorn 4656.

WILHELM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmerside 1873, handle small selection.

1939 Renault 15hp saloon, immaculate condition, (opposite G.F.O.), Uxbridge, Middlesex. Tel. 1268.

£250—1937 Renault 18/2 de luxe saloon, maroon, hide interior, exceptionally roomy body—Braun Motors, Tel. 1262-3. Tel. 1262-3.

Renault Cars Wanted

ROWLAND SMITH, the Renault buyers—Hampstead High St. (Hampstead Tube), Han. 6041.

WHITHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmerside 1873, purchase models.

RICKETTS

RICKETS CAR SALES offer—

1938 Riley 12 Kestrel, saloon, very fast, £495—Below

1936 Riley 12 Kestrel saloon, special series engine, £425—Below

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Middlesex. Vale 6888-9.

TOM GARNER, Ltd., offer—

1949 Riley 1½-litre saloon, green with green leather, £1,200—Driver 10,000 miles, etc. 10,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9203-6.

LAFTONS OF OXFORD, offer—

£875—1948 (late) Riley 1½-litre saloon de luxe black with brown leather upholstery, this car has been very carefully used since new, terms required to cover cost of one year deposit.

LAFTONS OF OXFORD (MOTORS), Ltd., New Rd., Oxford. Tel. 3381.

BROOKLANDS for individuality.

1949 Riley 1½-litre saloon, black, brown leather, miles. New Bond St., London, W.1. Mayfair 3551 & 3552.

GUY SALMON AUTOMOBILES, Ltd., offer—

1949 Riley 1½-litre, black/brown leather, 12,000 miles, £1,350.

KELLY, in original condition, mechanically excellent.

MONACO 9, special series, 1938 Riley, immaculate and practically faultless, enthusiastic owner and maintained full due care—Portsmouth Rd., Thames 1300. Embrook 5551-2-3.

COOMBS & SONS (GUILDFORD), Ltd., offer—

1950 Riley 1½-litre, cream and black, red leather, 10,000 miles, £1,395.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 6360-643.

COOMBS & SONS (GUILDFORD), Ltd., 1950

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£325 sprayed, excellent mechanically.—Box 8071.

BARTS of Kingston, Riley specialists, sales, service, repairs—102 London Rd., Kingston, 3348.

GOLDERS GREEN—H. A. Saunders, Ltd., Golders Green; 1949 Riley 2½-litre open 3-seater sports. Speedwell 601.

GORDON CARS (LONDON), Ltd.—1950 Type Riley 1½-litre, 3-seater, green/green, leather, radio, radio, 12,000 miles.—Beow.

GORDON CARS (LONDON), Ltd.—1949 Riley 2½-litre, 3-seater, roadster, green, 7,000 miles.—Beow.

GORDON CARS (LONDON), Ltd.—1949 Riley 1½-litre open 3-seater, green/green, leather, 10,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Riley 1½-litre open 3-seater, one owner, on original. House, 578 Easton Rd., N.W.8. Euston 1611.

1938 Riley 9 de luxe saloon, guaranteed, £770. payments—Oldfield, 4, Russell Gdns, Mews, Kensington, Park 7780.

£575 Riley 1½-litre 1940 4-door sports saloon, extremely good interior, exceptionally good performance—Bited, 10 St. Martin's Lane, W.C.2. (9077).

ENMOTORS LTD., Caxenden Rd., Holland Park, London, W.11. Part 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube).

RILEY 1½-litre saloon, December, 1948, 9,000 miles, black, radio, 3-seater, £125.—Box 8070.

1949 (Oct.) Riley 2½-litre Roadster, maroon, wireless, radio, 8,000 miles, excellent condition; £1,475.—Cranmore. Tel. 2040 Potters Bar.

1949 Riley 2½-litre 2-seater, mileage 7,000, black, trade enquiries welcomed.—H. C. Paul, 52, Bruton Place, W.1. (4309)

1950 Riley 1½-litre saloon, maroon, 15,000 miles, tax-free, £125.—Box 8071.

G.N.R. Riley 9 engine, mechanically perfect, trials or fast road car, best offer above £225—secures—Newman, Park View Rd., Woolestone, Stockbridge.

1946 Riley 1½-litre saloon, black with brown leather, 8,850 miles; £250.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242.

1950 model Riley 1½-litre saloon, radio, 10,000 miles, £800.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. (9084)

1947 Riley 1½-litre saloon, black, 10,000 miles, £1,200.—Parks, 11, Cloverly Drive, Timperley, Cheshire.

1948 Riley 1½-litre saloon, black, fawn upholstery, radio, 10,000 miles, one owner, £200.—Box 8070.

1934 Riley Nine Monaco saloon, black, recently refurbed, very good tyres, excellent cond. on throughout, £210.—Parks, 11, Cloverly Drive, Timperley, Cheshire.

1948 Riley 1½-litre saloon, black, fawn upholstry, radio, 14,000 miles, one owner, £200.—Box 8070.

1948 June 2½-litre Riley 4-door, fitted Tickford conversion top, maroon, an new, 14,000 miles.—Tickford, 10, St. Martin's Lane, W.1. (9042)

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1938 Rolls-Royce 25/30 saloon by Hooper; colour black with brown leather upholstery; this car is fitted with heater, demister, radio, overdrive, etc. Ref. H.5762.

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LIMOUSINE 1938 25hp Barker, partitioned, widest occasional, black, genuine 15,000 miles.

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CARDBOARD COUPONS FOR 10% DISCOUNT ON PURCHASE OF ROLLS-ROYCE CARS.

1939 Rolls Wraith touring limousine, 7 seats 20.F. by Park Ward, mileage 13,000 since new, chauffeur maintained, laid up long periods, literally a new car. Estlin, 128, Clifton, York. Tel. 55230. (1841).

1933 Rolls-Royce owner driver saloon for sale, with new engine, colour black with grey chrome trim. 1930 appearance. luggage boot, every accessory. 7 horns. 10,000 miles. £1,200.—Below.

1938 Rolls-Royce 25/30 saloon by Hooper; colour black with brown leather upholstery, this car is fitted with a.m., s.m., radio, picn. table. Ref. H.5665.

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 80 & 75

TOM GARNER, Ltd., offer:-
1950 Rover 75 P 4 saloon, black with green leather, 10,000 miles.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2.
 Blackfriars 9263-6.

WARRICK WRIGHT, Ltd., offer:-

1949 Rover 75 P 4 saloon, black, green leather, 7,000 miles. £1,995.
WARRICK WRIGHT, Ltd., 150, New Bond St., W.1.
 Mayfair 9761.

1949 (Jan.) Rover 75 sports saloon, black, 11,000 miles. £1,975.
 Hill S.W.15. Vandyke 1533.

1949 Rover 75 six-light de luxe saloon, black, maroon leather, nominal mileage, almost new. £1,553.
 ROBBINS, 96-98 Upper Richmond Rd., East Putney, S.W.15. Tel. 4588.

1938 (July) Rover 60 sal., black, grey leather, radio, 11,000 miles. Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3358.

1949 (Sept.) Rover 75 sports saloon, black, 17,000 miles. £2,000. Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3358.

1948 (July) Rover 60 six-light saloon, 9,000 miles, only, finished black, brown leather upholstery, fitted heater, one private owner, absolutely no damage. £1,500. MTOURISTS (LONDON), Ltd., Great North Rd., Finchley Station, N.2. Tudor 2301-2.

ROVER MISCELLANEOUS
 DICKS CAR SALES offer:-

1940 Rover 10 saloon, very superior car; £595.- Below.

1936 14 streamlined sports saloon, recent overhaul, £650-10s. Maida Vale 6886-9.

BARTS, of Kingston, Rover specialists, sales, spares, repairs, 102, London Rd., Kingston. Kingstone 5348.

RE. POWELL MOTORS, Ltd., for Rover Cars, 228, Lower Regent St., S.W.1. Romford Rd., Forest Gate, E.7. Marylebone 4818-5.

13500 authenticated miles.—**1947 (Nov.)** Rover 15 saloon, immaculate.—Lionel H. Pugh 13-14, Bruce Mews, W.L. Mayfair 4433.

1928 2-litre Rover 2-seater, one owner, well maintained, small mileage, fitted vacuum brakes, built one-legged driver; £75, seen Caterham.—Box 1007.

CAMDEN MOTORS, Rover 75 saloon 1946, black, green leather, beautiful condition, nominal mileage, H.M.V. radio/telephone; outstanding value at £1,650.

CAMDEN MOTORS, Rover 10hp sports saloon 1946 (July), excellent example, basic, coachwork virtually unaltered, original paint, carpeted driven and maintained by one owner; £945.

CAMDEN MOTORS, Rover 16hp fourseats drop head coupe, 1947, in excellent condition, like type featured in 1947 Rover, very scarce and va-uh-uh!—£1,000. Even superior to many post-war cars, sparkling coachwork in suede green with green leather and tan carpeting, electric windows, good running order, 1950, over 6,000 spent on engine and chassis work, wind-up in most exceptional condition for a pre-war Rover; £2,000.

CAMDEN MOTORS, Rover 16hp Sportsman's saloon, 1939, late registration, identical to post-war model, very good condition, one owner since new, original log book, £1,040. £1,040.

CAMDEN MOTORS, Rover 16hp saloon, 1939, in excellent condition, one owner since new, a very genuine car in outstanding mechanical order, fitted discs, etc.; £495.

CAMDEN MOTORS, Rover 16 hp saloon de luxe, 1939, finished black, brown leather, whole car in very good condition indeed, nominal mileage; £275.

CAMDEN MOTORS, Rover 16hp saloon de luxe, 1939, finely finished deep green, clean condition, sound mechanical order, several extras; £595.

CAMDEN MOTORS, Rover 14hp saloon de luxe, 1939, a 4-type, 100% original, post-war instrument, moderate mileage, two owners, one since new, set of Avon tyres; £650.

CAMDEN MOTORS, Rover 16hp Sportsman's 4-light saloon, 1936, modern streamlined appearance, external rear boot, tip-top runner in clean condition, outstanding opportunity; £295.

CAMDEN MOTORS, 12hp saloon de luxe, 1946-47, late property of local county councillor (sole owner since new), serviced and maintained by one owner, small mileage, outstanding order throughout; £650.

CAMDEN MOTORS, Rover 12hp sports saloon, 1939, somewhat unusual model, attractive lines, clean coachwork, genuine leather, £650.

CAMDEN MOTORS, Rover 12hp saloon de luxe, 1939, original maker's finish, quiet smooth engine, typical Rover, £650.

CAMDEN MOTORS, Rover 12hp Sportsman's 4-light saloon, 1936, a 4-type, 100% original, top-boot, maintained and serviced utterly regardless of cost, one owner, carefully stored 1940-1946, whilst owner serving abroad, very moderate mileage, sparkling Rover grey paint, chrome like new, magnificent mechanical order; £575.

CAMDEN MOTORS, Rover 10hp saloon, 1947 (July), a 4-type, 100% original, top-boot, clean coachwork and interior, small mileage, no essential parts issued, outstanding opportunity at; £275.

CAMDEN MOTORS, Rover 10hp saloon, 1939, attractive lines and appearance, clean black finish, specially recommended at; £595.

CAMDEN MOTORS, Rover Specialists, Lake St., Marylebone, 10-12, Peter St., Manchester, 2.
 Blackfriars 9263-6.

Nearly 400 cars ready for inspection and immediate purchase, write for post-free catalogue, easy and fast delivery, all cars part exchange, "purchasers" fare refunded in full by my part of the world, £10 flat rate, delivery anywhere in the United Kingdom; £10 flat rate, tax on any car purchased from us during January, showrooms open 9 a.m. to 6 p.m. Monday to Saturday.

(243)

ROVER MISCELLANEOUS

HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).

HENLYS House, 385, Euston Rd., N.W.1. (Euston 4444).

DEPOTS AS:-

MANCHESTER (Blackfriars 7843).

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CAMBERLEY (Camberley 771).

SREATHAM (Streatham 7751).

HOONSLAW (Hounslow 3454).

FINCHLEY (Finchley 0001).

GREAT WEST RD. (Ealing 5477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. (0093)

Rover Cars Wanted

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THE CAR MART, Ltd., wish to purchase Rover cars.—150 Park Lane, W.1. Grosvenor 3434. (0971)

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ENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

DYONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).

HENLYS House, 385, Euston Rd., N.W.1. (Euston 4444).

GREAT WEST RD. (Ealing 5477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's leading Motor Agents. (0093)

R

ROWLAND SMITH's, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham 6041.

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, pre-war and post-war models, we can offer appreciations.—Portsmouth Rd., Guildford. Tel. G2007. (0742)

P 3 or 4 Rover 75 urgently wanted.—Denis Adams, 655, Durham Rd., Gatedale, Tynes. Tel. 75552. (0947)

WANTED 1949 50 Rover 75 saloon, covenant free, low mileage no trade.—J. Ian. 94, Dalton. (0757)

BRITISH & COLONIAL MOTORS, Ltd., require good condition 75 cars.—Upper St. Martin's Lane, W.C.2. (0906)

JACOBOLDING, Ltd., 8-10, North Audley St., W.1. (0916)

Rowland Smith's, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. (0988)

SM 1500 in outstanding condition, and also Roadster, bought privately.—Wright Angier, 24, Lyndhurst Rd., London, S.W.1. (0935)

RAYMOND WAY, the hire-purchase specialists, still buy no Singers, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (0752).

SINGER

Singer Roadster, 6225—Roger Jones, West Market Place, Cirencester, 171. (0928)

259 (Aug.)—1937 Singer Le Mans Speed Special 9hp
 2-seater, £100-110.00. Below.

149 (Aug.)—1938 Singer 9 saloon, good condition, £100-110.00. Below.

OLDERS Green, H. A. Saunders, Ltd., Olders Green, 1936-1940. Below.

A. SAUNDERS, Ltd., Olders Green, 1939 Singer 8M.

10 saloon—Below.

A. SAUNDERS, Ltd., Olders Green, 1947 Singer 8M.

10 saloon—Below.

A. SAUNDERS, Ltd., Olders Green, 1949 Singer 8M.

1500 saloon, beige, Speedwell 0011. (0936)

ORDON CARS (LONDON), Ltd., 1949 Singer 8M.

1500 saloon, beige, £800 miles. Below.

1948 Singer Super 10 black saloon, one owner, excellent condition; £620, seen London—Below.

1949 Singer 8M. 1500 saloon, 12,000 miles.—Martin's Lane, W.C.2. Tel. Upper St. Martin's Lane 6041. (0988)

145 (Aug.)—1934 model sports 4-seater, cream and green. Windstone horns. Marchal spot light; £100-110.00. Below.

575 (Aug.)—Singer Super 10 June 1938 de luxe 4-door 8-door

saloon, beige, sunroof, cream interior, exceptional condition; £100-110.00. Below.

Rowland Smith, Hampstead (Hampstead Tube). (0988)

1934 Singer 9 Le Mans 2-seater, new tyres, per-

fect condition, barnet 225, £100-110.00. Below.

D. Barker, 32, Winetree Drive, Elstree, Herts. S.9. (0915)

1934 Singer 9 Le Mans in really nice condition, 3 years guarantee, terms and exchanges.

JACK WILLIAMS, Merton, 2228 and 3774. (0944)

£245 condition.—Vanderbilt's, owners of good

cars, 215, Haverstock Hill, N.W.3. Primrose 4441.

HAMILTON MOTORS (LONDON), Ltd., offer, 1948

Singer 8M de luxe 4-door saloon, very good condition; £625-650. Below.

1938 Singer 8M de luxe saloon, moderate mileage, reconditioned and overhauled, a really serviceable and reliable car; £200-220. K-L.M. Motors, Ltd., 101 Brighton Rd., Croydon, S.1. Tel. Uxbridge 1111. (0947)

1950 Singer 1500 saloon, beige, H.M.V. radio, 10,000 miles, £1,050-1,080. Morris, 6a, Ca. 29-31, Edwardes Rd., London, W.2. Tel. Pad. 3075-7.

Singer Cars Wanted

R

ROWLAND SMITH's, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. (0988)

SM 1500 in outstanding condition, and also Roadster, bought privately.—Wright Angier, 24, Lyndhurst Rd., London, S.W.1. (0935)

RAYMOND WAY, the hire-purchase specialists, still buy no Singers, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (0752).

Singer Spares and Services

THE Northern premier Rover spares stockists—Courtburst & Grimshaw, Ltd., Blackburn Lance. Tel. 4810.

ATOMONDERS are specialists in Singer service and overhauls, based in our Garage, Ferry Rd., Barnes, S.W.15. Riverdale 6446. (0934)

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service. Alba's Lane, Golders Green, N.W.11. Speedwell 4701-2.

SINGER spare parts for 9, 10 and 12hp 1936-1949

for Singer 8M. Please quote chassis No.—Singer Distributors for Scotland, 8, 10 and 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000, 1002, 1004, 1006, 1008, 1010, 1012, 1014, 1016, 1018, 1020, 1022, 1024, 1026, 1028, 1030, 1032, 1034, 1036, 1038, 1040, 1042, 1044, 1046, 1048, 1050, 1052, 1054, 1056, 1058, 1060, 1062, 1064, 1066, 1068, 1070, 1072, 1074, 1076, 1078, 1080, 1082, 1084, 1086, 1088, 1090, 1092, 1094, 1096, 1098, 1100, 1102, 1104, 1106, 1108, 1110, 1112, 1114, 1116, 1118, 1120, 1122, 1124, 1126, 1128, 1130, 1132, 1134, 1136, 1138, 1140, 1142, 1144, 1146, 1148, 1150, 1152, 1154, 1156, 1158, 1160, 1162, 1164, 1166, 1168, 1170, 1172, 1174, 1176, 1178, 1180, 1182, 1184, 1186, 1188, 1190, 1192, 1194, 1196, 1198, 1200, 1202, 1204, 1206, 1208, 1210, 1212, 1214, 1216, 1218, 1220, 1222, 1224, 1226, 1228, 1230, 1232, 1234, 1236, 1238, 1240, 1242, 1244, 1246, 1248, 1250, 1252, 1254, 1256, 1258, 1260, 1262, 1264, 1266, 1268, 1270, 1272, 1274, 1276, 1278, 1280, 1282, 1284, 1286, 1288, 1290, 1292, 1294, 1296, 1298, 1300, 1302, 1304, 1306, 1308, 1310, 1312, 1314, 1316, 1318, 1320, 1322, 1324, 1326, 1328, 1330, 1332, 1334, 1336, 1338, 1340, 1342, 1344, 1346, 1348, 1350, 1352, 1354, 1356, 1358, 1360, 1362, 1364, 1366, 1368, 1370, 1372, 1374, 1376, 1378, 1380, 1382, 1384, 1386, 1388, 1390, 1392, 1394, 1396, 1398, 1400, 1402, 1404, 1406, 1408, 1410, 1412, 1414, 1416, 1418, 1420, 1422, 1424, 1426, 1428, 1430, 1432, 1434, 1436, 1438, 1440, 1442, 1444, 1446, 1448, 1450, 1452, 1454, 1456, 1458, 1460, 1462, 1464, 1466, 1468, 1470, 1472, 1474, 1476, 1478, 1480, 1482, 1484, 1486, 1488, 1490, 1492, 1494, 1496, 1498, 1500, 1502, 1504, 1506, 1508, 1510, 1512, 1514, 1516, 1518, 1520, 1522, 1524, 1526, 1528, 1530, 1532, 1534, 1536, 1538, 1540, 1542, 1544, 1546, 1548, 1550, 1552, 1554, 1556, 1558, 1560, 1562, 1564, 1566, 1568, 1570, 1572, 1574, 1576, 1578, 1580, 1582, 1584, 1586, 1588, 1590, 1592, 1594, 1596, 1598, 1600, 1602, 1604, 1606, 1608, 1610, 1612, 1614, 1616, 1618, 1620, 1622, 1624, 1626, 1628, 1630, 1632, 1634, 1636, 1638, 1640, 1642, 1644, 1646, 1648, 1650, 1652, 1654, 1656, 1658, 1660, 1662, 1664, 1666, 1668, 1670, 1672, 1674, 1676, 1678, 1680, 1682, 1684, 1686, 1688, 1690, 1692, 1694, 1696, 1698, 1700, 1702, 1704, 1706, 1708, 1710, 1712, 1714, 1716, 1718, 1720, 1722, 1724, 1726, 1728

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 12
£365.—1939 Standard 12 de luxe saloon, black, fitted radio, clean condition, good tyres, bargain.

£285.—1938 Standard Flying 12 de luxe saloon, grey, black interior, clean condition, taxed, good tyres, excellent runner, £285. Tel. 1037 (ended 1938).—Bray Motors 180-184 West End Lane, N.W.6. Hampstead 6490. (1832)

1946 model Standard 12hp 5-seater drop head coupe, black, red leather, very fine condition, £625. ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. (1946)

279.—1938 Standard 12 de luxe saloon superb condition.—Autosun, 5, Balham High Rd, Balham 1509.

£350.—Standard Flying 12 1939 drop head coupe, original condition, new hood, excellent performance, many others. BENMOTORS Ltd., Clarendon Rd., Holland Park, London, E.8. Tel. 7077. Open Mon. to Sat. 9-5. (1831)

1937 Standard 12hp saloon, excellent condition, £225.—Dalton Motors, 517, Kingsland Rd., London, E.8. Clissold 4945.

1939 Standard Super 12 saloon, in excellent condition throughout, £455.—Reeves Motors, Grand Parade, Port Lympne, Wembly. Arnold 5000. (1861)

1939 Standard 12 drophead coupe, grey, new hood, very nice brown leather upholstery, tyres and engine perfect condition, this car is a throughout, genuine value for money for the reasonable figure of £225. DOUGLAS CAR SALES, 806, 822, Great Cambridge Road, Cambridge. Tel. Entert 3195. (1861)

1948 Standard 12hp drop head coupe, grey, black interior, low mileage, excellent condition throughout, £725; exchange and hire purchase arranged.—Golby's Garage, Ltd., Earls Court Rd., S.W.5. Tel. 4700. (1869)

1937 A model Flying 12 saloon, black, blue interior, a well-maintained car in nice condition throughout, £255 cash or easy terms quickly arranged.—C & S Motors Ltd., Dudden Hill Lane, Glascote, W.12. Tel. 17342.

795.—Standard 12 (March, 1948) four-door drop head coupe, black, fawn leather, very fine, fully used, exceptional condition; terms, exchanges; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (1946)

£444.—The finest Standard 12 de luxe saloon offered, really magnificent throughout, it is hard to find another car to describe like this car which although 12 years old looks like new, we warrant this! See for yourself; 3 months' guarantee; hire purchase, exchange, etc. LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Tel. 6221. (1946)

STANDARD 14

WHAROLD PERRY, Ltd., Invicta Works, 27, Ballards Lane, North Finchley, Tel. Hillside 1401.

1948 Standard 14 drop head coupe, black, brown interior, leather, £350.—Harold Perry, Ltd., Invicta Works, 27, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (1946)

HAROLD RADFORD & Co., Ltd.

1947 (April) Standard 14 drop head coupe, 26,000 miles.—RADFORD & Co., Ltd., Merton Court, South Kensington, S.W.7. Tel. Kensington 6622. (1956)

S. G. SMITH (MOTORS) Ltd., offer:—

1939 Standard 14 saloon, re-sprayed black, £450. 50 other guaranteed used cars.

S. G. SMITH (MOTORS) Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. (1773)

1937 Standard Flying 14 saloon, colour maroon; PARSONS & PARSONS (GARAGES) Ltd., Potter St., Harlow. Potter St. 121. (1938)

ARCHIE SMITH & Co., Ltd., 1938 Standard 14 saloon; £345-.94. Tel. Portland St., W.I. 1343. (1938)

1947 (Nov.) Standard 14 saloon, lovely condition, £725.—Bowness, Hillside Garage, Edgware Rd., Edgware 4765-.5. (1954)

1947 Standard 14 drop head coupe, black; £750.—Blue Star Garages, 617, Finchley Rd., N.W.3. Ham 2255. (1902)

1948 Standard 14 saloon, black, blue leather, H.M.V. radio, one owner, taxed 1951, excellent condition.—EGERTON & R. GARAGE, Ltd., 53, Victoria Rd., Surbiton, Elmbridge 4583. (1945)

1947 (Oct.) Standard 14 sal., grey, blue leather, 11,000 miles, unmarked.—Tickford, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3355. (1890)

PRIVATE owner wishes to dispose of 1948 Standard 14hp, ex-works, £725.—Llandaff, Tel. Llandaff 18744. Western Ave., Llandaff, Cardiff. Tel. Llandaff 663-18744.

1948 Standard 14 saloon, grey, fitted radio, in good condition throughout, £625.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-4. (1860)

1948 (April) Standard Flying 14, black saloon, small mileage; £725; h.p. terms arranged.—K. Henry, Ltd., 63-65 Great Portland St., W.1. Langham 9553 and 3954. (1939)

1947 Standard 14, black, red leather, low mileage, immaculate condition, choice of two; £725.—Hendon Central, N.W.4. Tel. Hendon 1423-4. (1828)

STANDARD 14
£45.—Unrepeatable bargain. Standard 14, grey with blue leather, low mileage, in excellent condition; £725.—JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. (1963)

STANDARD 16

£96 or by instalments (£52 deposit).—1935 Standard 16 4-door saloon, runner but needs basket replacing.—Bray Motors 180-184 West End Lane, N.W.6. Tel. 5832. (1963)

1936-7 model Flying Standard 16, brand new tyres, new battery, mechanically perfect, absolutely sound throughout, just resprayed, a really fine reliable car, no guarantee—Stuart Wilson, 5, Finchley Rd., London, N.W.3. Hampstead 6383. (1917)

STANDARD VANGUARD

OVERSEAS CARS, Ltd.
1949 Standard Vanguard saloon, black, red leather; VARIOGAS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. (1851)

TOM GARNER, Ltd., offer:—

1949 50 Standard Vanguard saloon, grey with grey TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blaefair 9265-6. (1824)

DICKS CAR SALES offer:—

1949 Vanguard saloon, 7,000 miles only, as new. DICK'S CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. (5290)

CLANFIELD LAWRENCE offer:—

£975.—1949 Standard Vanguard, green, with red upholtstry, radio, in immaculate condition, 407, High Rd., N.12. Finchley 0091. (3571)

WARRICK WRIGHT, Ltd., offer:—

1949 Standard Vanguard saloon, green, red cloth, 8,000 miles; £4125.

1949 Standard Vanguard saloon, grey, blue leather, radio, 5,000 miles; £4125.

WARRICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (1912)

MANN EGERTON & Co., Ltd., offer:—

1949 Standard Vanguard saloon, metallic green, mileage 6,000.

14.—Berkeley St., London, W.1. Regent 2073. (1869)

COOMBE & SONS (GUILDFORD) Ltd., offer:—

1949 Standard Vanguard saloon, radio, heater, etc., 12,000 miles; £550.

COOMBE & SONS (GUILDFORD) Ltd., Ltd., Portsmouth Rd., Guildford, GUILDFORD 97-8. (1857)

J. SHEPHERD & Co. (ENFIELD) Ltd., offer:—

1949 Standard Vanguard saloon, leather upholstery, heater, etc., taxed, £935-.9. Tel. 430-431. Howard & Co. (Enfield), Ltd., 436, Heriot Rd., Enfield, Howard 1051. (1805)

1949 Standard Vanguard saloon, leather upholstery, one owner; £950.

BORGE NEWMAN & Co., Ltd., 588, Euston Rd., N.W.1. Tel. 5266. (1956)

STANDARD Vanguard, 1949, grey, radio and heater regularly serviced, one owner; £950.—Ealing 3800 or Penge 3365. (1956)

1950 Vanguard full de luxe saloon, 5,000 miles, one owner, superb condition, guaranteed, £1,050.

G. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kt. 2241. (1982)

STANDARD Vanguard saloon, black, Oct., '49, mileage 9,700, immaculate; £935.—Hornsea Garage, 19543 Redditch, Tel. 17.

1949 Standard Vanguard saloon, green, 2,000 miles only, indistinguishable from new; £1,045.—Lee & Trig. Ltd., Esther 1234. (1913)

1949 Standard Vanguard nominal mileage radio heater, black; £950.—CHEM Motor & Engineering Co., Ltd., Ewell Rd., Cheam, Surrey. (1940)

1949 (October) Standard Vanguard black saloon, leather, heater, 4,000 miles; £955-.9. John Gray, 20, Hermitage Lane, N.W.3. SPEEDWELL 1242. (1913)

1949 Vanguard, 7,000 miles, radio, heater, leather, as new; £975.—Barnes Garage, 315, Finchley Rd., London, N.W.3. Tel. 2221. Mai 1627.

1949 Vanguard, under 10,000 miles, grey, grey leather, heater, 4,000 miles; £955-.9. Tel. 2221. Mai 1627.

GORDON CARS (LONDON) Ltd., 1949 Standard 14hp drop head coupe, black, one owner only; Below.

GORDON CARS (LONDON) Ltd., 1949 Standard 14hp drop head coupe, black, attractive—Below.

GORDON CARS (LONDON) Ltd., 1948 Standard 14hp drop head coupe, black, one owner only; Below.

GORDON CARS (LONDON) Ltd., 1947 Standard 14hp drop head coupe, black, perfect condition, Below.

GORDON CARS (LONDON) Ltd., 1947 Standard 14hp drop head coupe, black, excellent order; Gordon House, 375, Euston Rd., N.W.1. Euston 6611. (1909)

STANDARD MISCELLANEOUS

GORDON CARS (LONDON) Ltd., 1949 Standard 14, grey with blue leather, low mileage, in excellent condition; £725.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. (1963)

CAHRS AUTO SALES Ltd., Croydon-Purley 8768. Cahrs always have low mileage Standard and Triumph cars available. Tel. 6084. (1958)

TANKARD & SMITH Ltd., offer the choice of many Standard 8x 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—196, King's Rd., S.W.3. Tel. Pax 4801-3.

Standard Car Wanted

CTHE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434.

R**S**RLOWLAND SMITH'S, the Standard buyers.—Hamstead High St., Hampstead Tube, Ham, 6041.

IURGENTLY need post-war Standard—21, Kirktall Rd., S.W.2. Tulse Hill 1288 (day) (1975)

MARSTON MOTOR Co., Ltd., for your Standard—Tel. 8600—Seven Sisters Rd., London N.15. (1958)

CASH immediately for good Standard—H. F. Edwards, 154, Gr. Titchfield St., W.1. Langham 0012. (1958)

CASH buyers of low-mileage Standard 12s, 14s, Vandguards, distance no object.—Hutton, Lord St., Southport. Tel. 2296. (1959)

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Tel. 8600-1. Owners, require cars in first-class condition. Tel. Mayfair 4801-2-3. (1970)

APPROACH us first before disposing of your Standard car.—Tankard & Smith, Ltd., 194-196, Kings Rd., S.W.3. Paxman 4801-2-3. (1974)

ALBERT FARRELL, Ltd., would appreciate the offer of your Standard if wishing to sell.—75, Malmesbury Lane, Bradford, Tel. 4-6216. (1926)

WANTED Vanguard shooting brake, van considered.—10, Barnet A40 exchange—E. E. Dean Court, Barnet Hall, Rooley Road, Rooley, Oxford. (1976)

STARNS MOTORS, 105, Cricklewood Broadway, NW.2. require modern Standard cars in good cond. & dist. or cash or exchange.—Tel. G. 2480. (1941)

Standard Spares and Service

STANDARD spares and replacement units.—John Earey (Leeds), 10, New York Rd., Leeds 4. Tel. 29459.

REPAIRS and service of Standard and Triumph cars by the Standard agents—Keen's Garage, 10, Gloucester Rd., Gloucester 5191. (1958)

STANDARD spares for all models, largest provincial stockists—Holdingside Automobile Co., Ltd., Stockport (tel. 4484); and Prince's Drive, Colwyn Bay 191-193. (1959)

STANDARD spares all models from 1935, replacement units, mostly complete overhauls, reconditioned—Puttocks Garage, Alexandra Terrace, Gerrards Cross. Tel. 6610. (1959)

REPAIRS, Service and Spares for Standard and Triumph cars in South Bucks—South Bucks, Tel. Farmham 100-1000. (1956)

SPARES parts by return of post—White commission number of car when ordering—White Garage, Ltd., Standard and Triumph Car Distributors, Grimsey 0456. (1947)

BROCKHURST GARAGE—Harrow agents for Standard Triumph, sans service, spares, reconditioned—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsey 561. (1925)

LANKESTER ENG. Co., Ltd. (distributors in Surrey) range of spares, range of spares, phone write or call; orders dispatched immediately.—39-43 Eddington, Kin. 5151-4. (1926)

STANDARD spares, large stocks—Post your enquiries to Northdown Motor Co., Northdown Rd., Marstons, distributors of Standard Vanguard and Triumph cars. Tel. 18-18, Hanworth, Tel. Hanworth 1182. (1958)

K MOTORS Ltd. have available for immediate delivery reconditioned engines and vast stocks of spares for all models, the Standard specialists for 25 years.—197-199 Widmore Rd., Bromley Kent. Tel. 10567.

HALLS (FINCHLEY) Ltd. have a comprehensive range of Standard spares, immediate delivery and also reconditioned Standard exchange engines guaranteed 5 months.—Girling-Bendix stockists.—Area A Finchley, N.3. Finchley 5900-9. (1962)

STANDARD & TRIUMPH SALES Ltd.—Service and repair of Standard and Triumph cars—large stocks in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Division, 10, Jermyn St., London S.W.1. Tel. 2222-3. Mr. John's Wood, N.W.4. Tel. 2222-3. Mad. Vale 9114 (12 lines).

STEYR 18.6hp super sports Roadster, 1938 (March), one of the most attractive streamline design cars in London; a real opportunity for the speed enthusiast.—Perfect mechanically, paintwork superb.—£450.—Revert Dicks Garage, Chelmsford St., Marylebone, W.L. (1967)

DICKS CAR SALES offer:—

1941 Studebaker 20hp Champion saloon, h.d., very economical. £450.

DICKS CAR SALES Ltd., 385-401 High Rd., Kilburn, Maida Vale 6888-9. (1955)

1937/8 26hp Studebaker, black cloth, beautiful car, offers over £550.—Tel. 1842. (1958)

1938 Studebaker 26 de luxe saloon, guaranteed: £250. Payments, £50-100. Tel. 1842-3. (1958)

DEM. Mews, Kenilworth, Park 7780. (1958)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STUDEBAKER
1939 22hp Studebaker 4-door saloon, very good engine and chassis, £275.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 2-4211.
1938 Studebaker Commander, model 2500, black, excellent condition throughout, £450.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2.
8500 miles.—1948 (Oct.) Studebaker Commander drop head four-door coupe, R.H.D., power-operated hood, radio, etc., £350.—Arnold 5221-2. (Chesterfield). (Trade entries only please.) [1962]

Studebaker Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Studebaker. Wembley 3508. [1962]

SUNBEAM-TALBOT

1927 Sunbeam tourer 23 SP, excellent condition for age, numerous spares included. £50 or offer.—Three Ways Garage, Haleby, Cheshire. Tel. 302. [1962]

SUNBEAM-TALBOT

CARL BROB. LTD., 1947, superb small car of fine appearance and performance at an attractive price. £75.—fully overhauled to new condition. Purchasers: open week-end.

CARL BROS. GARAGES, Ltd., Purley, Uplands 4811-2-3.

BROWN'S for Sunbeam-Talbot.

1939 Sunbeam-Talbot 10hp saloon de luxe, completely reconditioned engine just built new. immaculate condition; £325.—Brown's Garage, Loughton (Essex) 4119 (Tube). [1960]

BROOKLANDS for Individuality.

1949 Sunbeam-Talbot Model 90 saloon, black, brown leather, fitted heater, speedometer, reading 7,000 miles. New Bond St., London, W.1. Mayfair 6551-6. [1962]

A CLAND & TABOR, Ltd., offer:

1949 Sunbeam-Talbot 90 sal. speedo., 15,000 miles, bronze, red leather. £1,195.—APPLY: Welwyn 481. [1950]

WARWICK WRIGHT, Ltd., offer:

1949 Sunbeam-Talbot 90 saloon, silver green, buff leather, 15,000 miles; £1,250.—Sunbeam-Talbot 90 saloon, black, buff leather, 15,000 miles; £1,250.—[1950]

1949 Sunbeam-Talbot 90 convertible coupe, silver green, buff leather, 4,000 miles; £1,325.—Sunbeam-Talbot 90 saloon, silver green, bronze, red leather, 7,000 miles; £1,250.—[1950]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1950]

GUY SALMON AUTOMOBILES, Ltd., offer:

1949 Sunbeam-Talbot 90 saloon, 15,000 miles, immaculate; £1,175.—Portsmouth Rd., Thames Ditton. Emberstock 5551-2-3. [1950]

COOMBE & SONS (GUILDFORD), Ltd., offer:

1949 Sunbeam-Talbot 90, 12,000 miles: £1,295.—Coombe & Sons (Guildford), Ltd., Portsmouth Rd., Guildford. Guildford 6207-9-0. [1950]

GORDON CARS (LONDON), Ltd., 1948 Sunbeam 90, 9,000 miles: £1,295.—[1950]

GORDON CARS (LONDON), Ltd., 1947 Sunbeam 10hp saloon, grey, own owner.—Gordon House, 373, Euston Rd., N.W.1. Euston 6211. [1950]

1948 Sunbeam-Talbot 10hp saloon, one owner. Immaculate: £775.—Grove Motors, North Rd., Southall 5477. [1950]

1949 Sunbeam-Talbot 90 saloon, green, 11,000 miles, heater, radio, unimproved; £1,195.—Lee & Trigg, Ltd., Esher 1254. [1950]

SUNBEAM-TALBOT Ten 4-door saloon 1948, 16,000 miles. One owner, excellent condition.—14, Gade Avenue, Watford. Tel. 6817 evenings.

CAMDEN MOTORS, Sunbeam-Talbot 10hp sports model 1940, black, brown leather, outstanding condition, nominal mileage. £695.

CAMDEN MOTORS, Sunbeam-Talbot 10hp sports model 1940, black, brown leather, outstandingly maintained by one owner, practically unused. £625.

CAMDEN MOTORS, Sunbeam-Talbot 10hp sports model 1940, very outstanding car, exactly similar to post-war model, coachwork and interior exceptionally clean, numerous extras, like chrome horn, Lucas headlight, etc.—£695.—[1950]

CAMDEN MOTORS, Sunbeam-Talbot 10hp sports model 1940, four-seater model, nicely finished in metal paint, leather upholstery, front and rear screens outstanding performance five new tyres: £475.

CAMDEN MOTORS, Sunbeam-Talbot 10hp foursome model 1940, black, brown leather, reconditioned engine, fitted March 1950, exceptional mechanical order. £545.

CAMDEN MOTORS, Sunbeam-Talbot Specialists, Lake District, Kendal, Cumbria. Tel. 2041 (5 lines). Nearly 400 cars ready for inspection and immediate purchase. Write for post-free catalogues. Every car has full guarantee, free delivery anywhere in the United Kingdom. Purchasers' fares refunded from any part of the country. £10 flat rate tax paid by car owner. Showroom open 9 a.m. to 8 p.m., Monday to Saturday. [1944]

1939 3-litre 20hp Sunbeam-Talbot saloon, metallic grey. £675.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [1952]

5700 miles.—1949 (March) Sunbeam-Talbot 90 model saloon, green, £1,295.—Sutton Coldfield Hill 95. (Chesterfield). Trade entries only please. [1962]

1947 Sunbeam-Talbot 10hp, 4-door, good condition, new hood, new tyres. £750.—Gardner, Gaskin & Sons, Ltd., Nursery Lane E.T., Grantham. [1953]

SUNBEAM-TALBOT

1949 Sunbeam-Talbot 90 saloon, silver bronze, low mileage, as new throughout, one owner. Arnold 5221-2. [1950]

7000 miles, a 1947 2-litre Sunbeam-Talbot drop head coupe, silver granite grey, a unique car in new condition. £1,000.—R. F. Puglisi, Bushbury Heath, Herts. Tel. 1665. [1961]

1950 Sunbeam-Talbot 90, carefully timed and maintained, 3,500 miles, mint condition, silver-grey, blue leather. £550.—Gardner & Partners, 2, Grosvenor Gardens, S.W.1. Tel. 19159. [1958]

1949 (December) Sunbeam-Talbot 90, finished grey, 4,000 miles, radio, heater, exactly as new, trade and part exchange enquiries invited. P. J. Storey, Ltd., 54, Streatham Hill, S.W.12. Tel. 4488. [1958]

545 miles.—Sunbeam-Talbot 1947, 10hp, sports seater, silver, grey leather, excellent condition, term hire welcome. £545.—Rowland Smith, Hampshire Tube, Hampshire 6041. [1960]

1939 Sunbeam-Talbot 4-litre model, miles under 1,000, stored several years, grey hide, interior, body, front end, complete, new carburetor, giving over 20 mpg, a really fine riding car, trial welcome. £545.—Wright Owner, 4, Bradmore Avenue, Thornton Heath, Surrey. Tel. 3021. [1958]

1939 Sunbeam-Talbot 5-litre 4-door roof sports overhauled and fitted works reconditioned engine, new tyres, battery, radio, twin blast horns, ride control, exhaust, wheel discs, etc., 15,000 miles, exchange. Tel. Amberton 2000. Turner, 95-117, Clarence Rd., London, E.5. [1955]

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REQUIRE modern low-mileage Sunbeam-Talbot cars.

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

NAYLOR & ROOT Ltd., 1940 Triumph 14hp Dolomite saloon, back brown hide, excellent performance and handling, £425. 1940 Triumph 14hp Dolomite, 250 quality cars demonstrated within 100 miles, terms available.—25, East Hill, S.W.18. Batt. 5872. Open 9-6 each week-day including Saturday. [1929]

£295 —Triumph Dolomite 1½-litre 14hp four-door saloon, very good condition, leather interior, car, stylish streamlined appearance, modern lines and instruments, knock-on wheels, remote control, rev. counter, etc. 1940 model, 100 miles, £295. Car pristinely fast for a car of its year; genuine value for money.—See below.

£495 —Triumph Dolomite 14/65, four-cylinder saloon, very good condition, leather interior, car, styled streamline appearance, modern lines and instruments, knock-on wheels, remote control, rev. counter, etc. 1940 model, 100 miles, £495. Car pristinely fast for a car of its year; genuine value for money.—See below.

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£495 —Triumph Dolomite 14/65, four-cylinder

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money.—See below.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars ready for in-

spection and immediate purchase. Write for post-free catalogue. Free Purchase, part exchange, free delivery. £10 flat rate on any car purchased from us during January.

Triumph Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Triumph cars—320, Euston Rd., N.W.1. Euston 1212 down.

ROYAL SMITH'S, the Triumph buyers—Hamp-

stead High St. (Hampstead Tube). Ham. 6041.

MARSTON MOTOR Co., Ltd., for your Triumph—Mar-

ton St., Sta. 9000 Seven Sisters Rd., Tottenham.

N.15. Tel. 1012.

CASH immediately for good Triumph—H. P.

Edwards, 154, Gt. Titchfield St., W.L. Langham

0012. [1940]

CASH buyers of low-mileage 1800 and 2000 Triumphs;

distance no object—Huttons, Lord St., Southport.

0004. [1940]

BRITISH & COLONIAL MOTORS, Ltd., require good

Triumph cars—Upper St. Martin's Lane, W.C.2.

Term. 5588. [1940]

MODERN saloon, 14 or 16hp, provided mileage is

not over 10,000—Write Ainsworth, 24, Lyndhurst

Rd., London, N.W.3. [1936]

URGENTLY required 1949-50 Triumph 1800 Roadster,

no dealers, covenant free.—J. Scales, 426, Cherry-

hinton Rd., Cambridge. [1948]

TRIUMPH 2000 Roadster or R.E. 1600 saloon wanted, mile-

age and price to £2. Frampton Rd., Sale, Cheshire. Tel. 5803. Evenings.

Triumph Spares and Services

NEWNHAM'S, Ltd.

TRIUMPH specialists, service and spares for all models. Includes complete type and general garage equipment. 1949. House 235-7, Hampstead Rd., W.8. Tel. Riv. 4066. 11559.

ASHL ROY, Ltd.—Triumph tractors, complete stock.

B. wholesale and retail.—161, Gt. Portland St., W.L.

Langham 7755.

TRIUMPH and Standard Spares and Service for South

Bucks—Gordon White & Co., Ltd., Stoke Poges, Bucks. Tel. Farnham Common 39. [1955]

TRIUMPH spares for all post-war models, latest

general stock—Holland's Automobile Co. Ltd., Stockport (Tel. 4346); and Prince's Drive, Cownon Bay (Tel. 3222).

[1955]

STANDARD & TRIUMPH SALES, Ltd.—Service and

spares for all models. Manufacturers' agents

specialists in spares and parts, expanding

assemblies.—Standard & Triumph Sales, Ltd., London

Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood N.W.6. Maida Vale 9114 (10 lines).

[1955]

UTILITY CARS

HAROLD RADFORD & Co., Ltd.

1949 Jewett Bradford Utility, 5,800 miles.

1948 Fordson 9cwt Utility, 17,000 miles.

HAROLD RADFORD & Co., Ltd., Melton Court,

Kensington, S.W.7. Tel. Kensington 6642.

(5 lines).

WARRICK WRIGHT Ltd., offer:-

1949 Austin A40 Countryman Utility, green, brown

leather, 5,000 miles. £1,050.

GEOFFREY MAYNAR & Co., 369, Euston Rd., N.W.1.

Euston 4466. [1948]

1948 Bradford Utility, 4 seats, as new, guaranteed, £450.

G THAMES, Kin. 2241. [1948]

1949 Bradford Utility, 4 seats, one owner, very

low mileage, superb condition, guaranteed, £525.

G THAMES, Kin. 2241. [1948]

1948 reg. Number Super Snipe utility, excellent

condition, £325. terms, exchanges, insur-

ance.

READ BROS. MOTOR CO., LTD., London, 119. C.

Chruchill Rd., Colliers Wood, S.W.19. London 15952.

[1955]

1946 Vauxhall 1½-l. saloon, radio, spotlamp, de-

partments, £100. [1946]

FERRARI OF CRICKLEWOOD, Ltd., Cricklewood Broad-

way, N.W.2. Cricklewood 2234. [1952]

Autocar

UTILITY CARS

VAUXHALL 14 5-str. 4-door utility, grained timber body, folding rear seat, special lantern top, many extras.—See below.

ERIC HAYES, Ltd., 22, Conduit Mews, Hyde Park, W.2. Tel. Paddington 0269. [1955]

CASS'S MOTOR MART—1949 Fordson 10cwt, fitted

7-str. wooden utility body; written guarantee—5, Warren St., W.1. Euston 3523. [1949]

AUSTIN 10, ex-W.D. utility, first reg. 1947, good

condition, £100. [1947]

MORRIS 10 ex-W.D. personnel utility, good con-

dition, unregistered, £125.—Jacquier, Ltd., 19471

Hammersmith Rd., W.6. Riverside 6677-8. [1947]

1948 model Bradford Utility, mileage 9,000, terms,

exchanges, £250.—John Whaley, Ltd., London Rd., Bradford's Stordoff. Tel. 181 and 182. [1970]

1948 Alvis 14hp shooting brake, maroon and

walnut paneling in good condition and well main-

tained, best offer over £250.—Bull 801. [1952]

LEA-FRANCIS shooting brake, new, Mar.

1949, original cost £1,050 (exclusive of purchase tax), exceptionally nice, £1,000. [1949]

Telephone: Euston 3100. [1949]

1948 model Bradford Utility, £250.—John Whaley, Ltd., London Rd., Bradford's Stordoff. Tel. 181 and 182. [1970]

1949 (Sept.) Austin 12hp Countryman utility shot-

ting brake, fixed head, 4-seater, with luggage space,

very low mileage, £125.—Jacquier, Ltd., 19471

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL WYVERN & VELOX

GOLDERS GREEN—H. A. Saunders, Ltd., Golders Green, 1949 Vauxhall Velox saloon, 12,000 miles. Speedwell 0011.

[3434]

1949 (December) ex-contract Vauxhall Wyvern 12 saloon, 12,000 miles, indistinguishable from new; choice of two from £550.

1949 (Nov.) Vauxhall Velox saloon, in metallic grey, fitted heater, low mileage, one owner, as new, three months' guarantee. Court Mews, High Rd., Wembley. Arnold 5221-2222.

[3522]

1949 Vauxhall Wyvern, heater, foglamp, loose covers, floor mats, 13,000 miles, lovingly run in £850. Tel., Tunbridge Wells 889.

[3141]

1949 Vauxhall Wyvern, black, low mileage, in new condition. E975.—Roya Automobiles, Ltd., 127, Parkway, Regents Park, N.W.1. Tel. Euston 16688.

[3688]

WALTER SCOTT, Ltd.—1950 Series Vauxhall Wyvern, black, leather, heater, 12,000 miles, unmarked. Tel., 35, St. John's Wood, Hampstead, N.W.3. (Speedwell Tube). Pte. 5914.

1949 Vauxhall Velox saloon, black, radio, heater, 7,000 miles, condition as new; trade enquiries welcomed.—H. C. Paul, Ltd., 52, Bruton Place, Berkeley Square, W.1. Mayfair 0521-2.

[3726]

1949 (April) Vauxhall Wyvern saloon, grey and cream, leather interior, 12,000 miles, quite immaculate, written guarantee, terms easy.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012.

[4943]

1950 (January) Wyvern, black with brown hide upholstery, 10,000 miles, owner-driven, garage-maintained, perfect condition, many extras, £1,000, or offer.—Riverdale Nursery, Shoreham, Sussex. [3644]

VAUXHALL 25

LIMOUSINE 1958 25hp, partitioned, widest ecclesiastical, leather upholstery, black, nice order, ready service. E945.

A LPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square, Mayfair. [3541]

[3802]

VAUXHALL MISCELLANEOUS

S HAW & KILBURN, Ltd., for Vauxhalls. It is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at 4—Berkeley Sq., W.1. Grosvenor 4328. [0001?]

DICKS CAR SALES offer:-

1947 (regd.) Vauxhall 14 saloon, carefully used. £455.—Below.

1938 Vauxhall 14 saloon, very nice order. £375.—Below.

1937 Vauxhall 14 saloon, one careful owner. £355.

1939 Vauxhall 25hp saloon, special model, hydraulic drive, clutchless, ideal for disabled man. £495.

DICKS CAR SALES, LTD., 385-401, High Rd., Kilburn. Maida Vale 6898-9.

1921 Vauxhall type D, perfect body, towable, extras. £150. offers.—Box 9002. [3765]

GORDON CARS (LONDON), Ltd., 1949 Vauxhall 14hp, black, leather, 12,000 miles. Tel., 0001.

GORDON CARS (LONDON), Ltd., 1949 Vauxhall Wyvern, 12,000 miles, below.

GORDON CARS (LONDON), Ltd., 1947 Vauxhall 14hp, black, top condition. Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3625]

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1946 Vauxhall 14 saloon, topwork in good condition, brown leather upholstery, mechanically sound.

1948 Wyvern, 12,000 miles, black, exceptional condition.

1949 Vauxhall 10 saloon, black, body condition good, mechanically sound.

1939 Vauxhall J type, mechanically sound.

ALWAYS a good selection of used Vauxhalls in stock; many models available for cash; all Vauxhalls including latest models. [3176]

VAUXTAHL and other makes of used cars in good condition; let us know of your requirements. Tel., 0039.

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Blk. 9807) always have a fine selection of popular makes and models carrying full warranty; your inspection invited. [0285]

Vauxhall Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Vauxhall cars. —150 Park Lane, W.1. Grosvenor 3434. [0001?]

S HAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4/6 Berkeley Square, W.1. Grosvenor 4328. [0001?]

R OWLAND SMITH's the Vauxhall buyers—Hampstead High St. (Hampstead Tube). Han 6041. 10994.

I ATC model Wyvern or Velox wanted.—Brown & Mallalieu, Ltd., Blackpool Tel. 2322. [1894]

I REQUIRE post-war Vauxhall urgently—Fortune, 17, Astwood Mews, S.W.7. Tulis Hill 2768. [date] 0752.

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase a.i. models Vauxhall Wembley 3905. [0674]

Autocar

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Vauxhall Cars Wanted

1950 Vauxhall 12 saloon under 10,000 miles.—Write Anglor, 24, Lyndhurst Rd., London, W.3. [8997]

BRITISH & COLONIAL MOTORS, Ltd., require good Vauxhall cars.—Upper St. Martin's Lane, London, C.1. Tel. 5588.

CASH buyers of low-mileage Wyvern and Velox Vauxhalls; distance no object.—Huttons, Lord St., Southampton. Tel. 2268. [0805]

MODERN low-mileage Vauxhall 12, 12 and 14hp cars urgently wanted; write or call—Goli's Garage Ltd., 118a, Earl's Court Rd., S.W.3. Tel. 0063. [0479]

HAMILTON MOTORS (LTD.), Ltd., Vauxhall main dealers, urgently require Vauxhalls of all types. 466-430, Edgware Rd., London, W.2. Call, write or phone Paddington 0022. [0699]

Vauxhall Spares and Service

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXTAHL-BEDFORD rebuilt assemblies exchanged at manufacturers' repair rates; complete rebuild Vauxhall-Bedford electrical components, dynamos, starters, distributor, etc., exchanged at 50% manufacturer's list price; radiator exchange and all other repairs to your Vauxhall or Bedford at:

BEDFORD Works, 360-388, London Rd., Croydon, Tel. 0-2000. Heath 3270 (14 lines).

BROADWAY MOTOR Co.

WE specialize in service replacement units for Vauxhall 12 and 14hp, Vauxhall spares, Vauxhall boxes, different units, front suspension units, engines, large stocks of Vauxhall spares.

BROADWAY MOTOR CO., 3-13 Russell Rd., Wimbleton, Tel. 0-1912. 650-652, Grams Autoparts, Wimbleton. [0638]

EGHAM MOTOR Co. for Vauxhall cars, spares and services.—Egham By-Pass, Egham 131. [0196]

FOR Vauxhall mudguards, running boards, 1935-9, Brooks, 5 and 6, Frederick Place, Brighton. [0381]

J. MOTORS, Ltd.—Replacement engines and vast stock of all spares and accessories available for immediate delivery. 210-212, Widmore Rd., Broadbent, Kent. Tel. 5456-7-8-9. [0593]

VAUXTAHL fully remanufactured and guaranteed Vauxhall engines; from £30. 12 ft. fitting; ring PRI. 041 for details.—Carma Vauxhall, Centre St. John's Wood, London, N.W.8. [01018]

EPAIRE Repair and exchange suspensions (complete pair 10, 12, J. 15, E15, 16, 18, 20, 20hp, 22hp, 23hp); reconditioned gear boxes; shock absorbers. [01247]. Winchester Mews, N.W.5. [01244]

VETERAN CARS

WELHAM, veteran car specialists, Surbiton Hill Rd., Surbiton, Eltham 1573, buy and sell. [02021]

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2561.—Sole distributors for Great Britain. Sales service and spares.

Volkswagen Spares and Service

NEW engines and other spares.—55, Netherwood St., N.W.6. Mai 1351. [0599]

WOLSELEY

EUSTACE WATKINS, Ltd., the London Wolseley distributor and official service station, offer the finest facilities and service to car owners.

1947 Wolseley 12hp saloon, black/brown leather upholstery, 19,000 miles, one owner.

1946 Wolseley 12hp saloon, black/brown leather upholstery, 19,000 miles, one owner.

1946 Wolseley 14hp saloon, black/brown leather upholstery, one owner, in excellent condition.

After post-war Wolseley models available.

Low mileage Wolseleys are scarce; should your model car ever need attention, give your name or our sales register for early notification.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. Mai 1351. [01251], and 12, Chelsea Manor St., S.W.3. [0175]. [0175]

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WOLSELEY

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JANUARY 19, 1951

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

WOLSELEY

1949 Wolseley 5-door saloon, maroon, leather upholstery, H.M.V. radio, heater, low mileage, written guarantee; £1,185.—S. Morris & Co., 29-31 Edgware Rd., London, W.2. Tel. Pad. 3075-6. 17530

WOLSELEY 12-hp saloon, first registered November, 1948, 37,000 miles, in excellent condition throughout, recently de-carbonised, in perfect order including tyres; £790, can be seen in Oxford—Andy Holland-Hibbert, Beckley, Oxford. Tel. Stanton St. John 2. 17495

LIMOUSINE 1937/1955, partition, widest occasions, leather, excellent condition, carriages, selection from £785, open.

A LP&E & SAUNDERS (100 Limousines) (Lists posted) Providence Court, Grosvenor Square, Mayfair, E.1. 1920

Wolseley 4/60 Cars Wanted

C M THE CAR MART, Ltd. wish to purchase Wolseley Four-Fifty cars.—320, Buxton Rd., N.W.1. Tel. 1232.

Wolseley 6/60 Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Wolseley Sixty-eight cars.—150 Park Lane, W.1. Tel. 3434.

Wolseley Cars Wanted

R S ROWLAND SMITH'S the Wolseley buyers—Hampstead High St. (Hampstead Tube). Ham. 6041.

E EUSTACE WATKINS, Ltd., as sole London Wolseley distributor with the largest Wolseley clientele, are the best market for used Wolseley cars.

E EUSTACE WATKINS, Ltd., 12 Berkeley St., W.1. (Mayfair 5921), and 12, Chelsea Manor St., S.W.3 (Plumstead 5161).

WEYBRIDGE AUTOMOBILES, Ltd., the Wolseley distributors, urgently require late-type Wolseley cars. Tel. Weybridge 233.

C A S buyers of low-mileage Wolseley 8, 12, 14, 16, 18, 20, 22, 25, 28, 30, 32, 35, 38, 40, 45, 50, 55, 60, 65, 70, 75, 80, 85, 90, 95, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000, 1010, 1020, 1030, 1040, 1050, 1060, 1070, 1080, 1090, 1100, 1110, 1120, 1130, 1140, 1150, 1160, 1170, 1180, 1190, 1200, 1210, 1220, 1230, 1240, 1250, 1260, 1270, 1280, 1290, 1300, 1310, 1320, 1330, 1340, 1350, 1360, 1370, 1380, 1390, 1400, 1410, 1420, 1430, 1440, 1450, 1460, 1470, 1480, 1490, 1500, 1510, 1520, 1530, 1540, 1550, 1560, 1570, 1580, 1590, 1600, 1610, 1620, 1630, 1640, 1650, 1660, 1670, 1680, 1690, 1700, 1710, 1720, 1730, 1740, 1750, 1760, 1770, 1780, 1790, 1800, 1810, 1820, 1830, 1840, 1850, 1860, 1870, 1880, 1890, 1900, 1910, 1920, 1930, 1940, 1950, 1960, 1970, 1980, 1990, 2000, 2010, 2020, 2030, 2040, 2050, 2060, 2070, 2080, 2090, 2100, 2110, 2120, 2130, 2140, 2150, 2160, 2170, 2180, 2190, 2200, 2210, 2220, 2230, 2240, 2250, 2260, 2270, 2280, 2290, 2300, 2310, 2320, 2330, 2340, 2350, 2360, 2370, 2380, 2390, 2400, 2410, 2420, 2430, 2440, 2450, 2460, 2470, 2480, 2490, 2500, 2510, 2520, 2530, 2540, 2550, 2560, 2570, 2580, 2590, 2600, 2610, 2620, 2630, 2640, 2650, 2660, 2670, 2680, 2690, 2700, 2710, 2720, 2730, 2740, 2750, 2760, 2770, 2780, 2790, 2800, 2810, 2820, 2830, 2840, 2850, 2860, 2870, 2880, 2890, 2900, 2910, 2920, 2930, 2940, 2950, 2960, 2970, 2980, 2990, 3000, 3010, 3020, 3030, 3040, 3050, 3060, 3070, 3080, 3090, 3100, 3110, 3120, 3130, 3140, 3150, 3160, 3170, 3180, 3190, 3200, 3210, 3220, 3230, 3240, 3250, 3260, 3270, 3280, 3290, 3300, 3310, 3320, 3330, 3340, 3350, 3360, 3370, 3380, 3390, 3400, 3410, 3420, 3430, 3440, 3450, 3460, 3470, 3480, 3490, 3500, 3510, 3520, 3530, 3540, 3550, 3560, 3570, 3580, 3590, 3600, 3610, 3620, 3630, 3640, 3650, 3660, 3670, 3680, 3690, 3700, 3710, 3720, 3730, 3740, 3750, 3760, 3770, 3780, 3790, 3800, 3810, 3820, 3830, 3840, 3850, 3860, 3870, 3880, 3890, 3900, 3910, 3920, 3930, 3940, 3950, 3960, 3970, 3980, 3990, 4000, 4010, 4020, 4030, 4040, 4050, 4060, 4070, 4080, 4090, 4100, 4110, 4120, 4130, 4140, 4150, 4160, 4170, 4180, 4190, 4200, 4210, 4220, 4230, 4240, 4250, 4260, 4270, 4280, 4290, 4300, 4310, 4320, 4330, 4340, 4350, 4360, 4370, 4380, 4390, 4400, 4410, 4420, 4430, 4440, 4450, 4460, 4470, 4480, 4490, 4500, 4510, 4520, 4530, 4540, 4550, 4560, 4570, 4580, 4590, 4600, 4610, 4620, 4630, 4640, 4650, 4660, 4670, 4680, 4690, 4700, 4710, 4720, 4730, 4740, 4750, 4760, 4770, 4780, 4790, 4800, 4810, 4820, 4830, 4840, 4850, 4860, 4870, 4880, 4890, 4900, 4910, 4920, 4930, 4940, 4950, 4960, 4970, 4980, 4990, 5000, 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17140, 17150, 17160, 17170, 17180, 17190, 17200, 17210, 17220, 17230, 17240, 17250, 17260, 17270, 17280, 17290, 17300, 17310, 17320, 17330, 17340, 17350, 17360, 17370, 17380, 17390, 17400, 17410, 17420, 17430,

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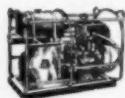
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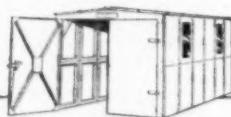
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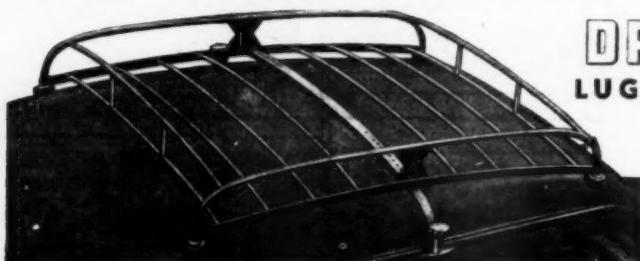


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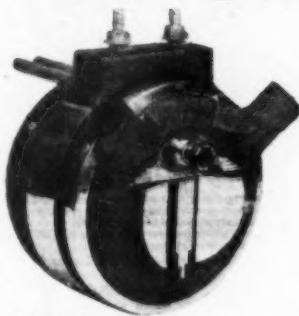
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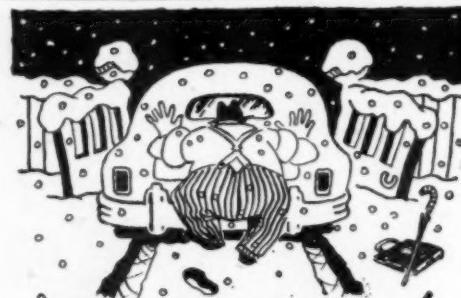
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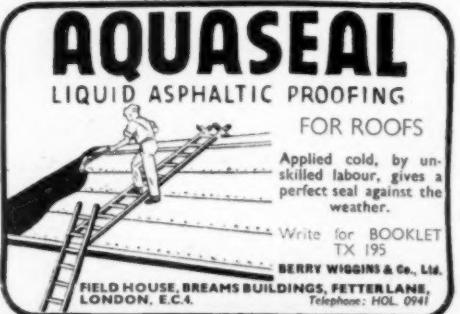
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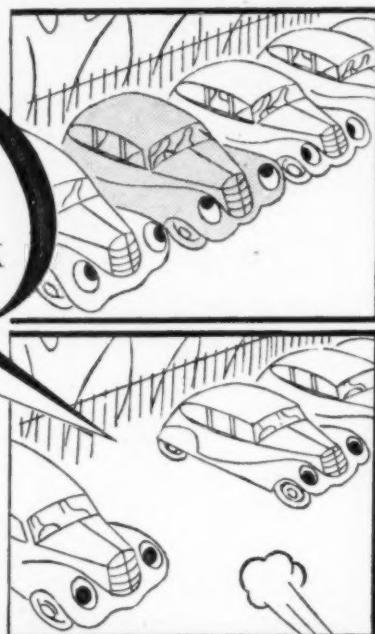
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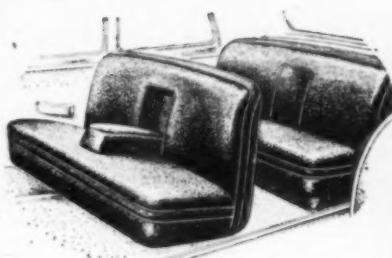
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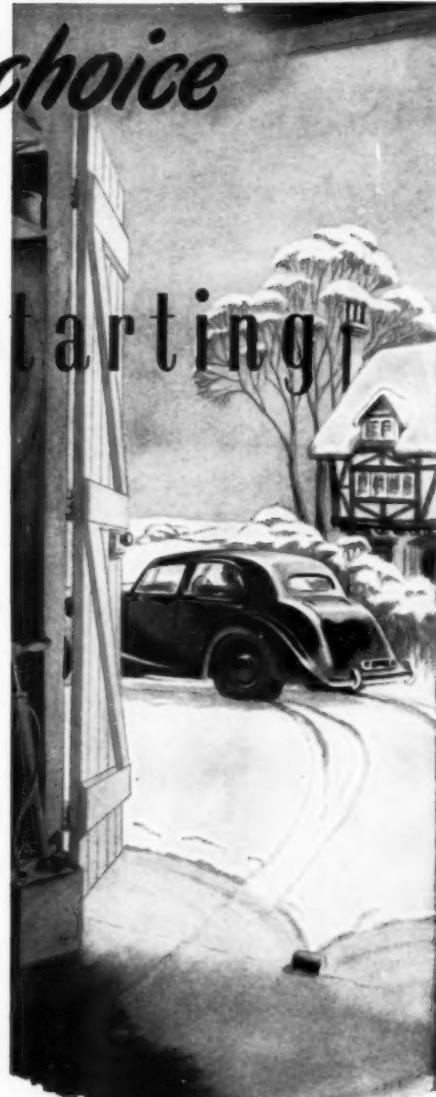
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